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for the Journal.

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tween Jonesboro' and Tuscumbia. As soon as possible an engine and a train of cars were transferred across the Tennessee River at Decatur contracts for wood and timber were made, and the work of rebuilding the trestles and relaying the

ion houses were more or less injured, some requiring much repair. The whole of the fencing was destroyed, and the road was inadequately supplied with wood and water.

The track forces were fully employed in renewing the ties and rails during the winter, and in ditching whenever possible. Contracts for lumber were made with mills along the line of the road, and on other roads, and the necessary buildings were constructed as rapidly as the lumber could be obtained. New depots have been built at Germantown, Collierville, Lafayette, Moscow, Grand Junction, Saulsbury, Middletown, Pocahontas, Chewalla, Tuscumbia, Leighton, Jonesboro', Courtland, Hillsboro', Decatur, Madison, Brownsboro', Larkinsville and Bellefonte. The depots at Lagrange, Burnsville, Iuka, Dickson, Cherokee, Barton, Paint Rock, Scottsboro' and Stevenson, and the passenger house at Decatur, have been more or less repaired. A number of division houses, platforms, etc., have also been erected. The iron bridge over Big Bear Creek, 300 feet in length, was completed and opened for travel on the 1st of May, 1866, and a similar bridge of the same dimensions over Town Creek, was to have been completed in September last. These bridges were constructed by Messrs. Jones, Westlake & Co., of St. Louis, on the plan patented by J. L. Jones. Subsequently, a contract was made for the construction of the bridge over the Tennessee River at Decatur, which, as previously stated, was completed in July. This bridge is composed of one draw, and ten fixed spans, and is nearly 1,703 feet long. The lower chord is of wrought iron, while the upper chord and braces are of wood. The design is by Albert Fink, Esq., of Louisville, Ky., and the trusses are on the plan of the Warren girder. The bridge was built by the Louisville Bridge and Iron Co. Another contract was made in February, 1866, with Edward Denmead, of Baltimore, for bridges over Wolf River, Hatchie, Tuscumbia, Cypress, Buzzard Roost, Cane and Spring Creeks. The plan of these is the Howe truss, with iron lower chord, and wooden upper chord and braces. The whole work was to have been completed in October. In the course of the repairs, every important trestle bridge on the line was rebuilt. The

repairs of the Florence Branch were nearly com-

American Railroad Journal.

New York, Saturday, November 24, 1866.

Memphis and Charleston Railroad.

We gave in our last issue a pretty full abstract of the Reports of the President, Directors, General Superintendent and Treasurers of this company, showing the receipts and expenditures in detail for a series of years, and its financial condition at the close of the last fiscal year, June 30, 1866. A succinct account was also given of the destruction of the road and equipment by the contending forces during the war, and its subsequent recovery and resuscitation. The progress made in the reconstruction of the road, bridges, buildings, etc., is thus described in the Report of the Chief Engineer:

Upon the transfer of the Eastern Division of the road by the United States military authorities to the company, on the 3d of September, 1865, preparations were made to relay the track from Decatur westward, to connect with the work begun at Pocahontas and carried on eastward, under the direction of the General Superintendent. The division from Decatur to Stevenson, 84 miles, having formed a part of the system of the United States military roads was in good order. The division from Decatur to Tuscumbia, 48 miles, had been partially destroyed during the war, the principal injury having been done by

the work of restoring the road from Memphis to Decatur, a distance of 188 miles, presented many difficulties. At the beginning labor was disorganized and materials were difficult to get. Every bridge had been destroyed, and much heavy trestle work was required at Wolf River, Porter's, Hatchie, Tuscumbia and Cypress Creeks at various points between Corinth and Burnsville; and at Bear, Buzzard Roost, Cave, Spring, Town and Big Nance Creeks. The work was happily completed, and the track again made continuous from Memphis to Stevenson, except the gap caused by the destruction of the Decatur Bridge. The road bed, however, west of the Tennessee River, was in a bad condition. The ditches were filled with earth, the embankments much weakened, and the timbers of the open drains and shorter trestles required renewal.

An examination of the track between Corinth and Memphis showed that at least one-half of the cross ties would have to be renewed to make the road safe. The same was true also of other portions west of Decatur. The rails in many places were found to be much worn, and many bent rails, that had been imperfectly straightened and used in relaying the track, required to be taken up.

The buildings destroyed during the war, according to the report of the General Superintendent, embraced 24 depots, 20 division houses, and 18 wood sheds. The remaining depots and divi-

pleted, and work on the Somerville Branch had so far progressed, that communication with that place was to have been resumed by August 1.

The expenditures incurred in the reconstruction of the road, etc., were given in our previous statement, and are fully accounted for by the condition of the roadway, bridges and buildings, as heretofore detailed, when the company first obtained possession of their property. The estimates for the completion of the bridges, etc., then under construction, are stated at \$193,100.

A down freight house at Memphis is proposed to be built before the approach of winter. The building will be four hundred feet long by forty feet wide, with platforms in front and rear. It will be built of brick and covered with tin. It is also proposed to build depots at Mooresville, Woodville, and at the northern terminus of the Florence Branch.

The whole number of cross ties laid in the track during the year, including those bought from Government and from contractors, is 180,791. The repairs of track during the coming year will require 140,000 more. At least 100,000 ties will be required for repairs on the Tuscumbia-Memphis Division.

Sandusky, Mansfield and Newark Railroad.

The earnings and expenses of this road for the years ending December 31st, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	\$185,126 85	\$207,540 79
" freight	174,915 13	188,208 15
" mails, express, etc.	22,765 53	26,172 88
	<hr/>	<hr/>
\$382,807 51		\$421,916 82
Expenses, viz:		
Repairs of engines	\$34,680 72	\$34,040 92
" cars	50,862 82	36,312 85
" track	57,157 13	88,484 45
Train expenses	37,500 07	46,411 89
Station	24,806 08	29,158 97
Shop	7,128 94	5,992 90
Fuel	21,561 34	34,555 11
Oil and waste	6,570 20	6,522 86
Salaries, etc.	24,877 57	29,114 56
	<hr/>	<hr/>
\$282,142 87		\$305,594 51
Less paid toward change of gauge included in the above expenses..	88,823 24	49,810 98
	<hr/>	<hr/>
\$193,819 63		\$255,783 53
Net earnings	\$189,487 88	\$166,138 29

Compared with the previous year the gross earnings of 1865 show an increase of \$39,109 31; with an increase in operating expenses of \$62,463 90—making a decrease in net earnings of \$23,354 59.

The report says:

Several causes have contributed to diminish the gross earnings, among the most prominent of which are the following: The want of Freight Cars, which was severely felt: during the winter of 1864-5 the depredations of the enemy on the line of the Baltimore and Ohio Railroad were frequent and the interruptions from this and other impediments encumbered the side-tracks west of the Ohio River for the distance of 140 miles, for weeks, with cars of Baltimore and Chicago Freight: the wheat crop in Ohio, the past season, proved a failure, and our extensive accommodations at Sandusky, for this business, were rendered useless.

Notwithstanding these drawbacks, the amount of our earnings was quite as large as was expected, and the annexed tables show the sources from whence they were derived. A large portion of the traffic would have been lost to the company but for the change of the gauge.

The decline of the revenue in the month of December was rapid, and the prospects for business at remunerative rates, and are not very promising for the immediate future.

A reduction in the price of labor and material, and the most rigid economy in Railroad management will be required, to afford any prospect of fair returns. It is some satisfaction to be able to draw encouragement for the future from sources that failed us in the past.

Nor are there wanting additional reasons for hope. The opening of the Panhandle Railroad has given us a new route to Pittsburgh.

The business with that city over your line in connection with the west, by Monroeville and Sandusky, has been much abridged by the completion of the Pittsburgh, Ft. Wayne and Chicago Railroad and by the consolidation of the interest of the last mentioned road with the Cleveland and Pittsburgh Railroad. We expect to regain a portion of that business.

The channel giving access to the harbor at this place has been deepened the last summer and fall, and arrangements have been made to run two side-wheel steamers, making a daily line, between here and Detroit; also two Propellers owned at this end of the line, between this place and Buffalo.

The net earnings of your road are not as large as was expected. The anticipated reduction in the price of labor and material has not been realized.

The funding of the past due coupons has progressed satisfactorily. Those on the whole series of 1,290 bonds have been presented, except 40, which are known to be in the hands of heirs and the executors of Estates.

When these are funded the "Funded Bond Debt" will amount to \$730,753 35. The interest coupons not funded, due in January and July, on both classes, were paid.

Since the alteration of the gauge there has been placed on the track the four locomotives purchased, and five rebuilt, besides the two rendered useless by the collision in 1864.

Other additions have been made as mentioned in the report of the Superintendent, appended.

By consulting the annexed tables of monthly earnings and expenses it will be seen that nearly all the net earnings up to July 1st were applied in providing rolling stock, and these and the other tables show that the net revenue received since the first of July has been used to pay debts made to meet the interest, and some old wheat liabilities of the company.

We have now but seven passenger cars on our line, and must have three more. Two are under contract, one we expect to build.

The general increase in the price of labor and materials has rendered the calculations of both my predecessor and myself erroneous. The necessary increase of expenditures, even though kept down to the lowest point possible, has hitherto absorbed a much larger proportion of the earnings than was expected; and will continue to do so.

The report of Mr. Stewart, our Superintendent shows the increase in equipment and additions made the past, and also the wants of the current year.

Believing that all expenditures will be materially lessened by postponement, it has been thought expedient to keep them within as narrow limits as is compatible with the necessities of the company, the more especially as this expenditure is provided for by withholding the interest from the bondholders.

The last annual report shows that it was not expected we could pay expenses and the interest on the bonds, and also provide the additional equipment from the earnings.

All the bondholders consulted, advised against issuing bonds and placing them on the market to obtain money for that purpose.

The withholding two coupons on all the bonds would amount to \$141,000, but it is believed to be more acceptable to the bondholders, generally, to pay the interest on the "funded bonds" and fund the coupons of the original. Three coupons of

the original bonds falling due January and July 1866, and January 1867 will amount to \$135,450 and when funded will increase our "Funded Bond Debt" by that amount. Three of those Funded, to be paid, amount to \$76,650.

The "Funded Bonds" to be issued on this basis will include interest from July 1st 1866; that being the exact intermediate period of time between the dates when the coupons fall due.

Mr. C. F. Timpson is continued as the Trustee, and Mr. E. T. H. Gibson as the Agent to complete the funding of these additional coupons.

The receipts into the Treasury from all sources during the year, including \$11,171 96 from previous year, were \$591,986 32; and the disbursements were:

Paid to other roads on account ticket and freight departments	.....	\$117,292 58
Remitted to N. Y. and paid on account of interest coupons, interest and redemption Domestic Bonds	.....	57,674 11
Paid coupons of Funded Bonds	.....	13,521 82
Taxes, U. S., State and county	.....	25,069 75
Short grain	.....	5,292 45
Operating expenses, etc.	.....	368,655 61
Fencing road	.....	504 80
Balance in Treasury, Dec. 31st 1865	.....	8,970 23
		\$591,986 32

The income account of the company for the ending December 31, 1865, is as follows:

Balance, December 31, 1864	.....	\$80,208 59
Receipts from operating the road	.....	429,988 52

		\$502,157 11
Operating expenses, as above	.....	\$305,594 51
Interest on bonded debt	.....	110,757 81
Interest and exchange	.....	669 85
U. S. Taxes	.....	11,622 84
State and county taxes	.....	18,446 88
Short grain account	.....	5,292 45
Special expense account	.....	2,648 64
Attorney's fees, etc.	.....	1,575 87
Balance, December 31, 1865	.....	50,508 26

\$502,157 11

The superintendent, in his report, says there were 42,986 new-cross ties, 180 tons new rails, 86 tons rails re-rolled, 1,098 tons rails repaired, 18½ tons rail spikes and 6,426 wrought iron chairs used in improving and maintaining the track during the year. Also 673 yards of masonry have been built to take the place of some carried away by high water last spring; 972 feet of new bridging and 42 new cattle guards and small culverts have been built at different points.

The company have nine locomotives on the road, two of them were built during the past year. The cars owned by the company January 1st 1866, are as follows: 7 passenger, 4 baggage, 2 caboose, 2 mail, 20 stock, 82 box, 28 merchandise, 42 platform, 15 coal, 20 hand and 18 ditching. Of the above, 20 freight cars, 7 hand cars and 8 ditching cars were built during the past year.

The following statement will show the amount of the extraordinary expenses in detail:

One baggage, 4 box and 15 coal cars	.....	\$17,600 00
Two locomotives	.....	22,000 00
New house at Prouts	.....	600 00
Paid on grain	.....	5,057 28
New masonry	.....	1,718 00
New water station at Shelby	.....	1,378 75
For opening the harbor	.....	400 00
Dredging about the docks at Sandusky	.....	239 45
In part payment for lots	.....	817 50

Total \$49,810 98

The number of passengers carried in 1864, 189,646, of which 9,372 were through, and 180,274 were way; in 1865, 204,231, of which 8,676 were

through, and 195,555 were way—showing an increase in 1865 of 14,585. Miles run by locomotives, 241,240.

CONDENSED BALANCE SHEET, DEC. 30, 1866.

Capital stock.....	\$896,637 81
Due receiver.....	1,566 00
First mortgage bonds.....	1,290,000 00
Domestic bonds unpaid.....	1,800 00
Bills payable.....	12,036 81
Due other roads.....	8,854 41
December pay-roll, unpaid.....	13,792 57
Individual accounts.....	4,136 74
	<hr/>
	\$2,228,824 34
Railroad and equipment.....	\$2,189,890 53
Balance in hands of agents.....	2,813 36
U. S. for transporting the mails.....	5,903 72
Fund to pay funded coupons.....	13,521 82
Individual accounts.....	7,724 68
Cash in Treasury.....	8,970 23
	<hr/>
	\$2,228,824 34

President.—C. L. BOULT.

Directors.—Hon. C. L. Boult, John Gardiner, Hon. E. B. Sadler, H. P. Warden, John W. Sprague, Samuel M. Robinson, L. J. Tracy, James Lyon and J. Buckingham.

Superintendent.—JAS. H. STEWART.

Treasurer.—L. P. WHEELOCK.

Louisville and Nashville Railroad.

We gave, week before last, an abstract of the reports of the officers of this company for the fiscal year ending June 30, 1866. The following extract from the Report of ALBERT FINK, Esq., Gen'l Superintendent, has reference to the connections and extensions of the road:

MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD.

Shortly after the close of the war, propositions were made by this company to the Memphis, Clarksville and Louisville Railroad Company to repair their road from Clarksville to Paris, Tennessee, with a view of forming a through railroad connection with Memphis. The Memphis, Clarksville and Nashville Railroad having no means to put the road in order, the Louisville and Nashville Railroad offered to operate the road, and to apply the net earnings to the redemption of the debt. Unfortunately this proposition was not accepted, and a whole year's business was thus lost. Early last spring the Memphis, Clarksville and Louisville Railroad Company obtained aid from the State of Tennessee—\$400,000 in bonds—and soon after an arrangement was entered into by the two companies, according to which the Louisville and Nashville Railroad Company was to furnish the money on the security of these bonds. Under this arrangement, much more favorable and secure to this company than the one first proposed, the repairs of the road are now being pushed with energy, under the able management of G. T. LEWIS, Esq., the Receiver on the part of the State of Tennessee, and will be completed early in August.*

The opening of this line of road brings us 118 miles nearer to Memphis, Mobile, and New Orleans; and a new section of country along the Memphis and Ohio, Mobile and Ohio, and Mississippi Central Railroads, is made accessible to the trade of Louisville, which heretofore could only be reached in a very indirect way. Arrangements have been made with the two connecting lines for the operation of the road to Memphis, in effect the same as if it was under the control of one company. Passengers will not have to change cars between Louisville and Memphis, and freight will go through without break of bulk. One day and two nights is all the time required to put freight from Louisville into Memphis, and *vice versa*. This arrangement, it is hoped, will, when fully known among business men, induce a large

amount of freight to go over this line. The Superintendents of the Mobile and Ohio and Mississippi Central Railroads have declared their willingness to make favorable arrangements with us for the speedy transportation of freight over their roads at reasonable rates.

CONNECTIONS AT NASHVILLE.

In the endeavor to establish satisfactory connections at Nashville, through which shippers would be enabled to send goods through to Atlanta and points further south with dispatch and at low rates, we have hitherto been unsuccessful. The Nashville and Chattanooga and the Nashville and Northwestern Railroads being under the same management, freight from Johnsonville is sent through Nashville without break of bulk or charge for transfer, while this company is compelled to re-ship at Nashville, and pay at the rate of \$10 per car-load for the use of the half a mile of road between the two depots. Thus, for example, the charge of \$10 per car-load of corn (which is one of the principal articles shipped south) for passing over one half mile of road through Nashville is equal to the cost of transportation over 43 miles of the Louisville and Nashville Railroad. It would lead too far here to specify in detail the difficulties which are now, and which very likely will be at all times, in the way of establishing satisfactory through connections at Nashville, but the subject is of sufficient importance to seriously engage the attention of the directors and stockholders of the road, as well as that of the business men of Louisville generally.

EXTENSION OF THE LEBANON BRANCH.

While at present the Nashville and Chattanooga Railroad, being the only road leading from the Northwest to the State of Georgia, is enabled to favor rival lines greatly to our detriment, the establishment of an independent route to Central Georgia would at once remove that monopoly, and enable the Louisville and Nashville Railroad Company to compete more successfully with other lines. The completion of the Lebanon Branch to Knoxville would furnish this new route to Atlanta, the same in distance as *via* Nashville; but as we would have no difficulty in making through connections with the Knoxville roads, we would then avoid the heavy tax now exacted from us on all through freight at Nashville. This route would practically be 43 miles shorter than the one *via* Nashville. Having reached Knoxville once, we have opened the shortest route from Louisville to the sea cost at Norfolk; and, as soon as the Blue Ridge and the French Broad Valley roads are completed, we will be in direct communication with Charleston and Wilmington, and in fact with the whole railroad system of the Southeastern States. It will not be necessary to dwell here upon the advantages arising from such connections; they must be apparent to every business man.

A more direct communication between the Northwest and the Southeast has almost become a matter of necessity. Louisville is now in a position to establish this connection with much less outlay of capital than any other city, and should not hesitate to avail herself of this advantage. One hundred and fifteen miles of the road to Knoxville is already completed and in running order, leaving only 87 miles to be built by this company, which can be finished at a cost of \$2,600,000. Nor would it be necessary to expend this whole amount before any returns could be expected. Twenty miles beyond the present terminus of the road the coal fields of Eastern Kentucky would be reached, and the transportation of coal to Louisville would furnish an immediate source of revenue to the road. At the lowest estimate, Louisville consumes 5,000,000 bushels of coal annually—one half of which is used by manufacturers—and, at present prices, this would amount to \$1,100,000, all of which sum, less the profit of coal dealers, goes to Pittsburgh. Admitting that the Kentucky coal is not equal to the Pittsburgh coal for manufacturing purposes—a fact which is, however, not clearly established—it cannot be doubted that the superior article of

cannel coal, which is found in great abundance along the line of the proposed extension, would supersede the Pittsburgh coal for family purposes.

The net revenue derived from the transportation of 2,500,000 bushels of coal, at low rates, is estimated at \$100,000 per annum, equal to 3.33 per cent. on the entire cost of the branch to the coal fields; and 20 per cent. on the estimated cost of the part of the road between the present terminus and the coal fields. Nor would the railroad company alone be benefited by the prosecution of this enterprise. In opening the road to the coal fields, Louisville would at all times be able to command a steady supply of coal, independent of the fluctuations incident to Ohio River navigation; and it can hardly be doubted that by means of this completion the price of that important commodity, so intimately connected with the manufacturing interests of the city, must be considerably reduced. Assuming this reduction as amounting only to two cents per bushel, a saving to the city of \$100,000 annually is effected—a sum equal to the interest of 10 per cent. on a million of dollars, showing that the city could sink one million of dollars in the prosecution of the enterprise without really sustaining any loss. This is leaving out of consideration the fact of retaining from \$500,000 to \$1,000,000 for circulation within the State—a sum now annually sent to Pittsburgh, and which would be applied to the development of the resources of this State, and the building up of trade and business along the line of the road, adding thus again to the prosperity of the city.

If such results can be obtained with so little expenditure of money, and without any risk, should the prosecution of this enterprise be deferred much longer.

DECATUR AND MONTGOMERY RAILROAD.

This road, when completed, will, by connecting Decatur with Montgomery, Alabama, form a most important link in the through line from Louisville to Montgomery, Mobile, and Pensacola, and open to the enterprise of Louisville the rich country tributary to the above cities; a country which can now only be reached in a most round-about way, *via* Atlanta or Meridian and Selma.

Freight is now sent from Louisville by river and sea to Mobile, and thence by river and rail to Montgomery, while the latter place, when once connected by rail with Decatur, would be but 492 miles from Louisville—155 miles nearer than the shortest all rail route now in existence. The addition which this road would bring to the business of the Louisville and Nashville Railroad would be very great, both in passengers and freight; and the enterprise well deserves whatever aid can practically be extended to it by the Louisville and Nashville Railroad and the city of Louisville.

EXTENSION OF THE MISSISSIPPI CENTRAL RAILROAD.

Another connection, very desirable to be made, as tending to the interests of this company, is the one between Jackson, Tenn., the present northern terminus of the Mississippi Central Railroad, and Humboldt, on the Memphis and Ohio Railroad. At present passengers for New Orleans have to change cars at Humboldt, and pass over seventeen miles of the Mobile and Ohio Railroad to Jackson, Tenn., where they take the cars of the Mississippi Central Railroad, while freights destined for the Mississippi Central railroad, when in smaller quantities than a car-load, have to be transferred both at Humboldt and Jackson. Although there is every disposition on the part of the managers of the Mobile and Ohio Railroad not to take advantage of their position as a connecting link between our Memphis line and the Mississippi Central Railroad, still, from the nature of the case, much inconvenience in the transaction of business cannot be avoided, and a more complete connection should be formed at an early day.

THE LOUISVILLE AND CINCINNATI RAILROAD.

The construction of this road would form an extension of the Louisville and Nashville Railroad to Cincinnati, and draw to the Louisville and Nashville Railroad a large amount of business which is now carried on through other channels.

* On the 13th of August the road was opened through to Memphis.

Establishing as it would the shortest practicable railroad line between Cincinnati and the Southwest—Memphis, New Orleans, Mobile, Pensacola, and Montgomery—it would afford all railroad facilities which Cincinnati needs in that direction, and render the construction of a rival line which would pass around Louisville improbable, as capitalists would not be likely to invest in an enterprise inferior in its advantages to one already established. By the construction of this road Louisville would lose none of the advantages it now possesses. In directing through it a large amount of travel and business which now passes around, the city must certainly be benefited. To the Louisville and Nashville Railroad Company the completion of this road to Cincinnati is of the utmost importance, and whatever assistance could be given to this enterprise must prove very remunerative.

BRIDGE OVER THE OHIO RIVER.

To complete the connections of the Louisville and Nashville Railroad, and make all more valuable, the construction of a bridge over the Ohio River at Louisville is imperatively demanded. The advantages of a bridge to the railroad interest centering here and the city of Louisville are so well understood and appreciated that the matter is only here referred to for the purpose of completing the general review of all the improvements and connections which, as soon as completed, would immediately add greatly to the prosperity of the road and city, and which at no distant day may become absolutely necessary in order to establish the Louisville and Nashville Railroad and its branches upon a firm and enduring basis, unassailable by rival interests.

With a direct through line to Memphis, reaching by connecting lines into Arkansas and the far Southwest, and commanding the travel and trade of the lower Mississippi, and closely connected by railroad with New Orleans, with the shortest connections to Montgomery, Mobile, and Pensacola, by way of Nashville and Decatur, with uninterrupted rail connection with Atlanta, Savannah, Charleston and Norfolk, by way of Knoxville, Louisville would certainly be in a condition to obtain a large share of the trade of the South, and this, in connection with the large local business that must flow into the city from all sections of the State traversed by her roads, will make her ere long one of the most important commercial and manufacturing cities of the Union.

The Centre Rail System for the Mont Cenis Railway.

A paper was read at a late meeting of the British Association by Mr. Fell, explanatory of his system for working on steep gradients and sharp curves, by means of the centre rail. The following is an abstract of the paper in question:

Mountain ranges have hitherto presented almost impassable barriers to the advance of railways. The Appennines, the Pyrenees, the Semmering in Austria, and the Ghauts in India, have, it is true, been crossed by the locomotive, and one gigantic tunnel is now in progress, for connecting the railways of France with those of Italy. The works of these undertakings are, however, of such a character as heavily to tax even the resources of a nation, and a plan by which mountain ranges could be traversed by railways, combining at once safety and economy, is a problem which remained to be solved. Various methods have been proposed for accomplishing this important object—among others are the rack and pinion, the pneumatic tube, an ingenious arrangement of ropes by Signor Aquidio, and the system of traction by means of the central rail.

The use of the centre rail appears to have been first thought of by Messrs. Vignoles and Ericson in the year 1830, and proposed by them to be applied to the inclines of the Liverpool and Manchester Railway. It was not, however, put into operation, being afterwards found on those gradients to be unnecessary. In ignorance of what had been designed by those gentlemen more than

thirty years ago, the Baron Seguier, in France, the writer, and others, in England and elsewhere, consider themselves also to be inventors of the centre rail system. But it was not until Mr. Brassey and myself built a centre rail engine, and laid down a length of line on that plan, on the Cromford and High Peak Railway, for experimental purposes, in the autumn of 1863, that the system had ever been put into practical operation, at least in Europe.

About four years ago, the Italian Government entered into a convention for a service of mail steamers from the port of Brindisi, on the Adriatic, to Alexandria, and gave concessions for continuing their lines of railway to the former port, thus completing, with the exception of the passage of the Alps, at the Mont Cenis, a new and more expeditious route from this country to India and the East. The great tunnel commenced for the purpose of connecting France with Italy, forming the last link in this line, required many years for its completion, and the writer being in Italy at the time, was asked to furnish a plan by which this apparently insurmountable obstacle could be overcome at an earlier period. In conjunction with Mr. Brassey and some other gentlemen who appreciated the importance of the undertaking, in a national point of view, he proposed to construct a railway on the existing imperial road, a distance of 48 miles, from St. Michel, the present terminus of the French railways, to Susa, in Piedmont, where, at the southern base of the Mont Cenis, the Italian lines begin, and so put into early communication the existing lines of the two countries, and complete the new route to the East, whereby a saving of 38 to 40 hours could be effected in the transit of the Indian mail. The two Governments accepted the proposal on the condition of their being satisfied as to the practicability of working locomotives on gradients as steep as those of the public road—combined with sharp curves, and at such an elevation as the summit of this Alpine pass. The mean gradient of the first 24 miles of the line from St. Michel to Lanslebourg is 1 in 60, with a maximum gradient of 1 in 12; of the other 24 miles the mean gradient is 1 in 17, the maximum being also 1 in 12, and over the whole length there are at intervals curves of 40 metres, or 2 chains, radius. The line rises to an elevation of nearly 7,000 feet, and is consequently exposed in places to avalanches and heavy snow drifts, where it will be protected by suitable masonry or timber-covered ways.

It is evident that no ordinary locomotive could carry traffic on gradients of 1 in 12, in a climate where the co-efficient of adhesion falls at times below a tenth or even a twelfth of the weight of the engine—no amount of weight added to the engine would give it the power of drawing any load beyond itself up such inclines, under such circumstances, and it became indispensable to obtain an increased amount of adhesion by means altogether independent of weight. Various plans proposed for this purpose were considered, such as the rack and pinion, and grooved wheels; but the system adopted has been that of a third or traction rail, on which adhesion could be obtained by the pressure of horizontal wheels worked by the engine in conjunction with, or independently of, the ordinary driving wheels. This plan admits of the weight of the engine being reduced to a minimum, while the pressure upon the middle rail, and consequently adhesion, can be carried to any amount that may be required, and gradients of 1 in 12 be worked with as much certainty and safety as those of 1 in 100.

The centre rail also furnishes the means of applying most powerful breaks for controlling the descent of the trains on the steep inclines, and, by the guiding action of the horizontal wheels, greatly diminishes the frictional resistance in passing around sharp curves. Another, and the least important of the advantages of the centre rail system, is the great additional security which it affords, rendering it almost impossible for engines or carriages to leave the rails. The first series of experiments were made by the permis-

sion of the London and North Western Railway Company, on the Cromford and High Peak Railway, from September 1863, to February 1864.

The second series of trials was made from the months of February to July last year, during the latter months with an improved engine, specially designed for carrying the loads and running at the speeds required by the programme accepted as the basis of the undertaking by the French and Italian Governments. It was proposed to carry the existing traffic by three trains a day, each way—namely, a mail train drawn by one engine, a mixed train with two engines, and a goods train also with two engines. The mail trains were to perform the journey in 4½ hours, including stops, or at an average speed of travelling of 12 miles an hour, the speed on the steepest gradient being fixed for ascending and descending at 12 kilometres or 7½ miles per hour, the gross weight of the train being 16 tons. The mixed trains were allowed 6 hours, and the goods trains 8 hours, for the journey, the weights being respectively 40 and 48 tons. The passengers, mails, and goods carried on the trains represented a traffic of 2½ millions of francs, or £100,000 sterling per annum. The sight of the experimental line was chosen by the French Government, and fixed on a portion of the road between Lanslebourg and the summit, at an elevation of about 5,600 feet above the sea, as shown on the plan and section. The length is 2 kilometres, or 1¼ miles. The average gradient is 1 in 18, and about half a mile is on curves from 40 to 150 metres radius.

The trials were made in the presence of Captain Tyler, R. E., Commissioner for the English Government, and also commissions of Engineers appointed by the French, Italian, Russian and Austrian Governments.

The result showed that the average speed attained for the mail train was 15½ in place of 12 kilometres per hour; and for the goods train 10½ in place of 6 kilometres per hour, while the steam pressure increased 20 to 25 lbs. each run up the line, consequently the power developed was sufficient to carry a mail train of 24 tons instead of 15 tons, and a goods train of 50 tons instead of 24 tons, and at the speed required. There can be no doubt that Captain Tyler has rendered an important public service by the trouble he has taken in thoroughly investigating the centre rail system, both as to its application to the passage of the Mont Cenis, and generally with regard to its safety, and to its mechanical and commercial capabilities. Captain Tyler concludes his report to the Board of Trade as follows:

"As the results of my observations and experiments, I have to report, in conclusion, that this scheme for crossing the Mont Cenis is, in my opinion, practicable, both mechanically and commercially, and that the passage of the mountain may thus be effected, not only with greater speed, certainty, and convenience, but also with greater safety than under the present arrangements."

The French Royal Commission, consisting of Messrs. Conte, Bochet, Guinard, and Perrin, made to their Government a voluminous and interesting report on the locomotive trials, which they concluded as follows: "From the experiments which have been described, and which the Commission has judged unnecessary to continue any further, and from the different verifications which it has made, the Commission has arrived at the conviction:

"1st.—That the system of traction proposed by Mr. Fell is applicable for the passage of the Mont Cenis, with the engines of the type which have worked at the last trials.

"2nd.—That this system presents no danger as regards the public security on steep inclines and on sharp curves, since, on the contrary, the existence of the centre rail furnishes a guarantee against getting off the rails, and at the same time a powerful means of stopping the trains.

"3rd.—That with the exception of some points of detail, the study of which has not yet been made, but which present no serious difficulty, this system may from the present time be considered as applicable to the crossing of the mountain.

That with regard especially to the working of the line during the winter season, the covered ways proposed by Mr. Fell will be sufficient to secure the regularity of the service."

The reports of the Italian, Russian, and Austrian Commissioners were equally favorable and conclusive.

The practicability of the new system having now been completely established, the French and Italian Governments, in the month of November and December last, granted concessions authorizing the construction of the railway on the Imperial postal road over the Mont Cenis. They reserved a width of 6 metres for the ordinary traffic of the road, which the normal width being 10 metres, left 4 metres, or about 13 English feet, for the railway.

Early in the present year a company was formed in London, of which his Grace the Duke of Sutherland is president, for carrying out the undertaking. The works were commenced in March last. They are now about half finished, and it is expected the rails will be laid throughout before the end of the year, ready for opening in the month of April or May next.

There are but few railways that are worked with one class of engines; usually at least two classes are employed, one adapted for the passenger and another for the goods traffic. On the Mont Cenis besides the two kinds of traffic, we have two distinct and totally different sections of the line. From St. Michel to Lanslebourg is a distance of 24 miles, with a mean gradient of 1 in 60, and a very short length of 1 in 12, and from Lanslebourg to Susa a mean gradient of 1 in 17, the prevailing gradient being 1 in 12, consequently there appeared to be a more than usual necessity and advantage in employing two separate types of engine, and I proposed to adopt for the heavy gradient section an engine capable of developing a great tractive force at a slow speed, and for the section with alternating steep and flat gradients another form of engine, that should at once be able to take its load up an incline of 1 in 12, and to run, at a higher velocity on the easier portions of the line, since there would be a saving of time in the journey, and probably also in the cost of traction by such an arrangement.

In the engine designed for the steep gradient section of the line, the vertical and horizontal wheels are of the same diameter, and are driven by one pair of cylinders. The latter set of wheels are supported by cradles or carriages, sliding laterally, in the frames of the engine, and are brought into contact with the centre rail by the compression of 12 volute springs, 6 on each side, by means of which 24 tons pressure can be put upon the centre rail. The machinery is simple and accessible, and the movement of the two sets of wheels is perfectly coincident, so that there is no friction or scrub between them. The power is transmitted from the cylinders direct to the cranks of the horizontal wheel axles, by the connecting rods, and to the cranks of the vertical wheels by means of rocking shafts at the leading end of the engine, the two arms of which are so fixed that at mid-stroke one arm is at a right angle to the piston rod, and other arm at a right angle to the line of the outside connecting rod, which latter is placed in an oblique position between the arm of the rocking shaft and the crank of the vertical wheel axle. Toothed wheels are employed to help the cranks of the horizontal wheels over the dead points. The compressing gear is so arranged that the pressure on the horizontal wheels can be regulated by a hand lever on the foot-plate, while the engine is running.

The breaks are applied to the outside wheels, but act on the inside one also, through the medium of the connecting and piston rods. There are also breaks that grip the centre rail, and by the two sets a break pressure of 60 tons is obtained on an engine weighing only 16 to 17 tons.

The engine proposed for working on the section of the line having a mean gradient of 1 in 60 differs from the one above described in the following respects: It would have four cylinders, placed parallel to each other at the leading end of the

engine, by which the vertical and horizontal wheels would be driven independently of one another, the latter working only on those portions of the line where the centre rail was laid, and the former, being of larger diameter, would enable the engine to travel at increased speed on the more level portions of the line. The advantages of this arrangement would be considerable, and in consequence of the saving thus effected more time could be allowed for the really difficult part of the journey. This engine would be somewhat heavier than the other, but since the elevation to be attained on the St. Michel section is less than half that on the Susa section, this increase of from one to two tons in the weight would not be of so much consequence.

The wheel base of No. 2 engine, is 6 ft. 10 in., with an overhang at the leading end of 6 ft. 2 in., and at the trailing end of 7 ft. 10 in. There is consequently a load of about 11 tons on the latter, and only 6 tons on the former axle. This irregular distribution of weight, together with the great overhang, at the speed of 12 to 15 miles an hour, causes a pitching motion with a certain amount of percussion on the bearings, and a tendency to get off the line when running only on two rails. This pitching motion on axles one of which is loaded up to 11 tons, would be destructive to a road laid with light Vignolles rail, like that of the Mont Cenis. On the experimental line, with the protection afforded by the centre rail, at comparatively slow speeds, and with a bearing rail of 75 to the yard, these defects were not of much importance, and they can of course be remedied in the engines now being built for actual service on the Mont Cenis.

The practicability having been established of obtaining adhesion by the pressure of horizontal wheels, on a central rail, the weight of the engine may now be reduced to simply that which is necessary for producing and carrying the power required for the traction of the train.

This advantage of the centre rail system has been brought into operation in constructing No. 2 engine, which, with only the same weight, has 50 per cent. greater power than No. 1. The economy of weight has been effected by an improved arrangement of the machinery, and by using an improved quality of material. In place of four cylinders, and two distinct engines, for working the two sets of wheels, No. 1 has but two cylinders and one engine; the frames and supports for carrying the horizontal wheels have also been much simplified. The external shell of the boiler, the wheels and axles, and chief part of the machinery, have been made of steel instead of iron. And the weight thus saved has been employed for increasing the capacity of the boiler—No. 2 engine having 600 feet of heating surface, and 10 feet of grate area, as compared with 420 feet of heating surface, and 6 feet of grate area in No. 1, without exceeding the same gross weight.

No. 2 engine, weighing 16 to 17 tons, can, it has been shown in the trials, easily maintain 160 to 170 horse power, or 1 horse power to each 2 cwt., which is a result equal to the best constructed engines in use at the present time, and the additional weight of the horizontal wheel machinery, has, to a great extent, been compensated for by the saving effected by the use of steel.

This question of the economy of weight in locomotive engines is one which it has been difficult to approach, but in centre rail engines it is a subject of improvement deserving the most serious consideration, as it is evident that the useful or paying load may be increased in the proportion that the weight of the engine is diminished.

It may be interesting to inquire what is the limit of the tractive force of the central rail engine, and the limit of the gradient up which it could take a load. Pressure having been shown to be equivalent to weight, we have in this case—the weight of the engine, plus the pressure on the horizontal wheels, divided by the adhesion. Now, since the pressure may be increased in proportion to the strength and hardness of the materials employed and the area of the surfaces in contact, it is practically unlimited, and so, in consequence,

is the tractive force that can be exerted by a centre rail engine, and the gradient up which it can ascend.

It is theoretically practicable to make a centre rail engine ascend a vertical rail with a load, and with about the same expenditure of power and time that would be required with the same load to ascend an incline representing the hypothenuse of a triangle, of which the vertical rail would represent the perpendicular. Consequently the centre rail system, or the application of the principle of obtaining from pressure the adhesion required for developing tractive force on railways, is not restricted to gradients of 1 in 12, the maximum inclination on the Mont Cenis, but is equally applicable to any other steeper gradient, and that consistently with the economical expenditure of mechanical power.

For the working of mountain lines, such as that of the Mont Cenis, with a mean gradient of 1 in 17 for 24 miles, and at some seasons of the year a most unfavorable climate, from the effect of snow, frost, and fogs, it would be highly desirable if some means could be devised for cleaning the surface of the rails for improving the state of adhesion as the trains advanced, and so of dispensing to a considerable extent with the use of sand. During the experiments of the Mont Cenis, I observed that on the whole the adhesion was the best in the winter seasons, there being no rain or moisture, the snow falling and remaining for some months in the state of a perfectly dry powder. In places where the snow accumulates to any considerable depth, the line will be protected by a covered way for a distance of 8 to 9 English miles, and here the rails will always be in a good condition.

Mr. Fell then repeats the observations of Captain Tyler on the subject, in his report to the Board of Trade, which have already appeared in the JOURNAL.

With respect to the cost of working, the Italian Government Commissioners in their report state that, taking into account the interest on capital employed and working expenses in both cases, the cost of carrying passengers and goods by the Mont Cenis tunnel line would be 0.17 fr. per passenger per kilometre, and 0.28 fr. per ton of goods per kilometre, and 0.06 fr. per passenger, and 0.10 fr. per ton of goods, or about one-third by the summit line. That the great tunnel would effect a saving of 38 minutes in the time of the journey between France and Italy by the passenger trains, but the cost to the State would be 86,172,211 fr., or £3,446,889 sterling in excess of that of the summit line.

In introducing a new element into the locomotive engine, and applying it to a purpose for which it has hitherto been deemed unfit, there have been considerable difficulties to encounter and prejudices to overcome, the latter especially in the minds of those engineers who have not had an opportunity, or have not taken the trouble, to investigate the merits of the system for themselves. The Governments interested in the passage of the Mont Cenis have, however, treated the matter with the greatest fairness and liberality. His Majesty the Emperor of the French, and the eminent statesman at the head of the Italian Ministry, have fully appreciated the advantages their countries might derive from the introduction of a system of cheap mountain railways, and have from the commencement given the enterprise their cordial and powerful support. The centre rail system once perfected and put into operation on the Mont Cenis, is no doubt destined to confer similar benefits on other parts of the world, and put into communication countries and people at present separated by obstacles insurmountable by railways of the ordinary description. And those who for years have labored at this work may, as a reward for their anxieties, now rest with the conviction that they have accomplished an object which will in some degree contribute to the advancement of science and civilization.

The first railroad iron laid west of the Republican River, was put down October 24th.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.				COPPER STOCKS.				IRON, COAL, ETC., STOCKS.				GOLD, SILVER, ETC., STOCKS.			
COMPANIES.	Par Value	Number of Shares.	Market price per share.	COMPANIES.	Par Value	Number of Shares.	Market price per share.	COMPANIES.	Par Value	Number of Shares.	Market price per share.	COMPANIES.	Par Value	Number of Shares.	Market price per share.
COPPER:				COPPER:				IRON:				GOLD:			
Aston	Ca.	5	200,000	Knowlton	L. S.	25	5	Broad Top	Pa.	50	50	Acadia	N. A.	3	100,000
Aston Vale	Ca.	5	50,000	Lafayette	Ca.	25	2	Copake	N. Y.	50	50	Ada Elmire	Idaho	10	100,000
Adventure	L. S.	25	3,200,000	Lake	"	25	2	Foster	"	50	50	Albion	"	3	100,000
Etna	"	25	11,200,000	Lawrence	L. S.	25	2	French Creek	Pa.	5	100,000	Altona	Col.	5	100,000
Albany and Boston	"	50	25,000	Lenoxville	Ca.	5	100,000	Garrison's	N. Y.	5	100,000	American	Col.	100	50,000
Algoma	"	25	3,200,000	Logan	"	3	100,000	George's Creek	Md.	100	100	American Flag	Col.	10	60,000
Allouez	"	25	1,200,000	Lower California	Mo.	50	40,000	Harewood	"	5	20,000	Ascot	Can.	100	50,000
American	"	25	1,200,000	Lyster	Ca.	25	20,000	Lake Superior	L. S.	25	25	At. & Pac.	Nev.	50	100,000
Amygdaloid	"	25	17,200,000	Madison	L. S.	25	6	Mount Pleasant	Pa.	50	50	Baltic	Col.	5	40c
Anita	Cal.	25	20,000	Malden	"	25	2	Teal Lake	L. S.	25	20,000	Bates & Baxter	"	5	100,000
Annapolis	Md.	10	50,000	Mandan	"	25	4	Tyson	Vt.	10	20,000	Black Hawk	"	100	50,000
Arcadia	L. S.	25	20,000	Manhattan	"	25	4	Lead and Zinc				Briggs	Col.	100	100,000
Arizona	Ariz. T.	100	100,000	Marquette	"	25	3	Amenia	N. Y.	5	100,000	Burroughs	"	100	100,000
Arnold	L. S.	25	20,000	Maryland	Md.	5	100,000	Bucks County	Pa.	5	40,000	Bullion	Mt. Mts.	10	100,000
Ascot	Ca.	20	20,000	Mass	L. S.	25	4	Canada	Ca.	5	50,000	Bullion Consol.	Col.	1	300,000
Astor	L. S.	25	14,200,000	Massachusetts	"	25	4	Champion	N. Y.			Chebucto	N. S.	5	100,000
Atlas	"	25	2,200,000	Medora	"	25	1	Clute	"	5	110,000	Central	Col.	5	200,000
Aztec	"	25	4,200,000	Mendota	"	25	1	Continental	"	24	200,000	Central Gold	"	5	200,000
Balt. and N. C.	N. C.	5	20,000	Merrimac	"	25	6	Eastport	Me.	10	100,000	Cordydon	"	25	100,000
Bay State	L. S.	26	13,200,000	Merryweather	"	25	20,000	Erie	N. Y.	10	40,000	Chaudiere	Can.	5	20,000
Beaver	"	25	2,200,000	Mesnard	"	25	8	Gay's River	"	2	100,000	Jobden	Idaho	100	100,000
Bedford	Ca.	5	125,000	Meteo	"	25	20,000	Hampton	Mass.	5	100,000	Columbia	Nev.	100	300,000
Black River	"	25	20,000,000	Michigan	"	25	20,000	Jefferson	N. Y.	5	100,000	Consel Gregory	Col.	100	50,000
Bohemian	L. S.	25	17,200,000	Middlesex	"	25	20,000	Kings Hill	"	5	10,000	Copalinsche	"	50	250,000
Bolton	Ca.	5	200,000	Milton	"	25	1	Lake Superior	Mich.	5	200,000	Corydon	"	25	100,000
Boston	L. S.	25	24,200,000	Minnesota	L. S.	25	18	Lancaster	Pa.	5	50,000	Continental	"	4	100,000
Brooklyn	L. S.	25	24,200,000	Mississiqui	Ca.	2	150,000	Lehigh	Pa.			Denver	"	20	50,000
Brome	Ca.	5	100,000	Morrison	L. S.	25	20,000	Macomb	N. Y.	5	110,000	Downieville	"	1	300,000
Cabot	L. S.	25	1,20,000	National	"	25	20,000	Maine	Me.	10	50,000	Eagle	"	10	100,000
Caledonia	"	25	5,20,000	Native	"	25	20,000	Morgan	"	5	100,000	East Bannock	Mt. Mts.	2	100,000
Cambridge	"	25	5,20,000	Naumkeag	"	25	1	Mount Hope	N. Y.	24	80,000	El Dorado	Col.	5	600,000
Canada	Vt.	4	1,100,000	Nebraska	"	25	20,000	New Hampshire	N. H.	5	100,000	Empire	"	20	250,000
Carp Lake	L. S.	25	20,000	Nequaket	"	25	2	New Jersey	N. J.	100	12,000	Excelsior	"	10	30,000
Cascade	"	25	20,000	New England	L. S.	25	2	N. Y. & Boston	N. Y.	10	100,000	Garrison's	"	50	100,000
Central	"	25	5,20,000	New Jersey cons.	N. J.	10	100,000	Oswegatchie	Ca.	5	100,000	Gem	"	50	25,000
Champlain	Ca.	18	200,000	Newton	Ca.	25	200,000	Phoenix	N. Y.	5	50,000	Golconda	"	20	250,000
Chatham	"	25	2,200,000	New York	L. S.	25	1	Placentia Bay	N. F.	5	200,000	Gold Mountain	Col.	100	500,000
Cheticamp	"	5	30,000	N. Y. & Passaic	N. J.	5	100,000	Ramsay	Ca.	25	20,000	Gold Mining	"	100	50,000
Chippewa	L. S.	25	20,000	North Cliff	L. S.	25	4	Rochester	"	24	200,000	Gunnell	"	10	300,000
Clifton	"	25	20,000	North State	"	25	4	Rosie	N. Y.	5	100,000	Gunnell Central	"	10	300,000
Collin	"	25	20,000	North Western	"	25	11	Shawangunk	N. Y.	5	100,000	Gregory	"	50	20,000
Concord	"	25	4,200,000	Ogima	"	25	11	Sussex	N. J.	5	125,000	Great Western	"	10	60,000
Consolidated	"	25	5,20,000	Otisville	N. Y.	25	7	Union	Pa.	5	100,000	Hope	"	20	80,000
Copper Creek	Mo.	100	10,000	Ontario	L. S.	25	20,000	Walkill	N. Y.			Holman	"	2	150,000
Copper Creek	Wis.	25	20,000	Ottawa	On.	25	20,000	Warren	N. H.			Idaho	Nebr.	100	100,000
Copper Falls	L. S.	25	24,200,000	Pacific	L. S.	1	200,000	White Mountain	"			Isaac's Harbor	N. S.	5	100,000
Copper Harbor	"	25	1,20,000	Philadel.	"	60	50,000	Coal & ANTHRACITE:				Kansas-Colorado	Col.	10	100,000
Copper Hill	Wis.	1	200,000	Pewabic	"	25	20,000	American	Pa.	25	20,000	La Crosse	"	10	100,000
Corinth	Vt.	25	20,000	Phenix	"	25	20,000	Appleton	Pa.	50	50	Liebig	"	5	200,000
Cornwall	Vt.	25	100,000	Pittsburg & Boston	"	25	15,000	Ashburton	Pa.	50	50	Lake Major	N. S.	50	12,000
Dan	L. S.	25	24,200,000	Portia	"	25	20,000	Atlantic & G. C.	Md.	100	100	Mariposa	Cal.	100	50,976
Deep River	N. C.	5	10,000	Pacific	L. S.	25	20,000	Baltimore	"	100	100	Pearl	Col.	100	57,744
Delaware	L. S.	25	20,000	Pittsburg	"	25	20,000	Bear Valley	"	124	40,000	Preferred	"	100	100,000
Derby	"	25	20,000	Portia	"	25	20,000	Beaver Meadow	Pa.	50	50	Manhattan	"	100	100,000
Devon	"	25	1,20,000	Prescott	Ariz. T.	100	100,000	Belmont	"	50	50	Massachusetts	"	5	250,000
Dorchester	"	25	14,200,000	Providence	L. S.	25	20,000	Big Mountain	Pa.	50	50	Mount Vernon	Nev.	10	300,000
Douglas	"	25	20,000	Quincy	"	10	20,000	Bridgeport	Pa.	10	10	Montana	Col.	10	100,000
Dover	Ca.	2	1,200,000	Reliance	"	25	20,000	Broad Mountain	"	10	30,000	National	"	10	200,000
Dudley	L. S.	25	14,200,000	Republic	"	25	8,000	British American	N. S.	24	200,000	New York City	Nev.	100	50,000
Dunham	Ca.	2	200,000	Resolute	"	25	64	Cape Briton	N. S.	24	200,000	New York	Col.	10	100,000
Durham	"	5	200,000	Ridge	"	25	8,000	Continental	Va.	50	50	Col.	10	100,000	
Eagle River	L. S.	28	34,200,000	Rochester	"	25	20,000	Columbian	"	50	50	Empire	G. & S.	100	100,000
Empire	L. S.	25	10,000	Rockland	"	25	12	Consolidation	Md.	100	100	Enterprise	"	100	100,000
Eureka	"	25	20,000	South Bedford	Ca.	2	200,000	Continental	Va.	50	50	Frederick	Ariz.	10	100,000
Everett	"	25	1,20,000	Sharon Consol	"	25	3	Cumberland	Md.	100	100	Gregory	"	10	100,000
Evergreen Bluff	"	25	54,200,000	Sheldon & Col.	"	25	21	East Mahanoy	Pa.	50	50	Hannibal	Nev.	10	100,000
Flint Steel River	"	25	9,20,000	Silver Creek	"	25	1	Easton	Pa.	50	50	Hope	"	10	100,000
Forest City	"	25	3,20,000	Salem	"	25	8	Easton	Pa.	50	50	Idaho	Nebr.	10	100,000
Forest Shepherd	"	25	6,20,000	Seneca	"	25	1	Everhart	"	25	20,000	Isaac's Harbor	N. S.	5	100,000
Franklin	L. S.	25	84	Shore	"	25	20,000	Franklin	"	100	5,000	Kansas-Colorado	Col.	10	100,000
French Creek	Pa.	5	100,000	Shore	"	25	20,000	Fulton	"	5	60,000	La Crosse	Col.	10	100,000
Gardiner City	L. S.	25	20,000	Silver Creek	"	25	21	Gilberton	"	50	5,000	Liebig	"	10	100,000
Girard	"	25	5,20,000	Silver Hill	"	25	1	Hamp. & Balt.	Md.	10	50,000	Longs Peak	Col.	10	100,000
Glenoak	Ca.	1	200,000	Silver Lake	"	25	4	Hazleton	Pa.	50	50	Macbeth	Col.	10	100,000
Grand Portage	L. S.	25	2,20,000	Salem	"	25	20,000	International	N. S.	60	50	Marion	Nev.	10	100,000
Grand Trunk	Ca.	5	100,000	Seneca	"	25	10,000	Lackawanna	Pa.	50	50	McDowell	Col.	20	125,000
Great Western	L. S.	25	2,20,000	Societes Francaise	"	25	20,000	Lawrence	Pa.	100	100	Montana	Col.	10	100,000
Green Mountain	Vt.	10	20,000	South Bedford	Ca.	2	200,000	Locust Dale	"	50	50	People's	Col.	1	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

PASSENGER RAILROAD BONDS

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			DESCRIPTION OF SECURITIES.										Amounts outstanding.	Interest.					
		Rate	Payable.	When PAYABLE.	Market Price	DESCRIPTION OF SECURITIES.											Rate	Payable.	When PAYABLE.	Market Price	
NATIONAL SECURITIES, Nov. 1.						New York—State Bonds	canal fund										6,000,000	6	Quarterly.	1873	
Loan of Jan. 28, 1847 registered	\$7,125,400	6	Jan. & July.	1867	139 ⁴	—	—	—	—	—	—	—	—	—	—	2,250,000	6	“	1874		
Loan of March 31, 1848 registered	8,908,342	6	“	1868	137	—	—	—	—	—	—	—	—	—	—	500,000	6	“	1875		
“ “ “ coupon	618,000	6	“	1868	125	—	—	—	—	—	—	—	—	—	—	900,000	6	“	1877		
Texas Indemnity of Sep. 9, 1850 registered	20,000,000	6	“	Duo.	—	—	—	—	—	—	—	—	—	—	—	800,000	6	“	1878		
Loan of Juny 14, 1858 registered	5	“	“	1874	104 ¹	—	—	—	—	—	—	—	—	—	—	900,007	5	“	1879		
“ “ “ coupon	20,000,000	5	“	1874	104 ¹	—	—	—	—	—	—	—	—	—	—	general fund	800,000	6	“	1880	
Loan of June 22, 1860 registered	7,022,000	5	“	1874	104 ¹	—	—	—	—	—	—	—	—	—	—	canal fund	1,163,000	5	“	1881	
Oregon War Loan of March, 1861 coupon	1,016,000	5	“	1874	104 ¹	—	—	—	—	—	—	—	—	—	—	canal fund	442,960	5	“	1882	
Loan of Feb. 8, 1861 registered	10,415,000	6	Jan. & July.	1881	106	—	—	—	—	—	—	—	—	—	—	canal fund	187,500	5	“	1883	
“ “ “ coupon	10,415,000	6	“	1881	106	—	—	—	—	—	—	—	—	—	—	canal fund	4,500,000	5	“	1884	
Loan of July 17, & Aug. 5, 1861 registered	264,308,750	6	“	1881	124 ¹	—	—	—	—	—	—	—	—	—	—	general fund	900,000	5	“	1885	
“ “ “ coupon	264,308,750	6	“	1881	124 ¹	—	—	—	—	—	—	—	—	—	—	general fund	800,000	5	“	1886	
Loan of Feb. 25, 1862 (5-20%) registered	614,780,500	6	May & Nov.	1882	106	—	—	—	—	—	—	—	—	—	—	general fund	9,385,500	6	Various.	1887	
“ “ “ coupon	614,780,500	6	“	1882	107 ¹	—	—	—	—	—	—	—	—	—	—	general fund	3,500,000	6	Jan. & July.	1888	
Loan of March 8, 1864 (5-20%) registered	100,000,000	6	May & Nov.	1884	106 ¹	—	—	—	—	—	—	—	—	—	—	general fund	644,653	6	Jan. & July.	1889	
“ “ “ coupon	100,000,000	6	“	1884	106 ¹	—	—	—	—	—	—	—	—	—	—	general fund	530,798	6	“	1890	
Loan of March 3, 1866 (5-20%) registered	209,163,500	6	May & Nov.	1885	106 ¹	—	—	—	—	—	—	—	—	—	—	general fund	318,585	6	“	1891	
“ “ “ coupon	209,163,500	6	“	1885	106 ¹	—	—	—	—	—	—	—	—	—	—	general fund	1,600,000	6	“	1892	
Loan of March 3, 1864 (10-40%) registered	171,049,350	5	Mar. & Sept.	1894	99 ¹	—	—	—	—	—	—	—	—	—	—	general fund	4,096,309	6	“	1893	
“ “ “ coupon	171,049,350	5	“	1894	99 ¹	—	—	—	—	—	—	—	—	—	—	general fund	2,400,000	6	“	1894	
Pacific R. R. Bonds of (currency) registered	9,882,000	6	Jan. & July.	98-96	—	—	—	—	—	—	—	—	—	—	—	—	Domestic Bonds	581,038	5	May & Nov.	1895
Treasury Notes of July 17, 1861 (7-30%)	187,360	7.3	Feb. & Aug.	1867	107 ¹	—	—	—	—	—	—	—	—	—	—	Military Loan	6,168,000	5	“	1896	
“ June 20, '64 & Mar. 3, '65 1st series	724,014,300	7.3	June & Dec.	1868	104 ¹	—	—	—	—	—	—	—	—	—	—	Military Loan	3,000,000	6	Feb. & Aug.	1897	
“ March 3, 1865 2d series		7.3	Jan. & July.	1868	104 ¹	—	—	—	—	—	—	—	—	—	—	Military Loan	3,889,398	6	Jan. & July.	1898	
Matured Debt not presented	36,203,550	6	At maturity.	Duo.	—	—	—	—	—	—	—	—	—	—	—	—	—	1,708,000	6	“	1899
Gold Certificates of Deposit	10,896,980	6	At maturity.	3 yrs	—	—	—	—	—	—	—	—	—	—	—	—	—	1,492,000	6	“	1900
Compound Interest Notes of 1864	148,512,140	6	At maturity.	3 yrs	—	—	—	—	—	—	—	—	—	—	—	—	—	1,494,440	5	April & Oct.	1899
United States Notes (greenbacks)	390,195,785	6	At maturity.	3 yrs	—	—	—	—	—	—	—	—	—	—	—	—	—	1,044,440	5	April & Oct.	1899
Fractional currency	27,588,010	6	At maturity.	3 yrs	—	—	—	—	—	—	—	—	—	—	—	—	—	2,582,832	6	“	1899
Navy Pension Fund	11,750,000	6	At maturity.	3 yrs	—	—	—	—	—	—	—	—	—	—	—	—	—	872,813	6	“	1899
STATE SECURITIES.																					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	—	—	—	—	—	—	—	—	—	—	—	—	—	175,000	6	Various.	1878
“ Sterling “ “ “	648,000	5	Jan. & July.	1876	—	—	—	—	—	—	—	—	—	—	—	—	—	16,000	6	“	1879
“ “ “ Funded Interest Bonds “	688,000	6	“	1876	—	—	—	—	—	—	—	—	—	—	—	—	—	1,160,000	6	“	1880
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default).	1888	—	—	—	—	—	—	—	—	—	—	—	—	—	1,650,000	6	Various.	1878
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	1877	116 ¹	—	—	—	—	—	—	—	—	—	—	—	21,588,398	6	Jan. & July.	1879	
“ War bonds “ “ “		7	“	1877	116 ¹	—	—	—	—	—	—	—	—	—	—	—	11,108,000	6	“	1880	
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1879	99 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1881
Georgia—State bonds (sterling) coupon	72,000	6	Jan. & July.	1889	109	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1882
Illinois—Canal Bonds registered	2,271,750	6	Jan. & July.	1870	97 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1883
“ State Bonds of 1860-'79 coupon	434,000	6	“	1870	97 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1884
“ 1862-'79 “ “ “	1,228,887	6	Jan. & July.	1870	97 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1885
“ 1865-'79 “ “ “	1,758,400	6	“	1870	97 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1886
“ 1870-'79 “ “ “	2,371,725	6	“	1870	97 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1887
“ 1873-'79 “ “ “	1,778,677	6	“	1870	97 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1888
“ 1876-'79 “ “ “	241,000	6	“	1870	97 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1889
“ War Loan “ “ “	1,157,700	6	Jan. & July.	1886	87	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1890
Indiana—State Bonds registered	236,359	24	Jan. & July.	1866	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1891
“ War Loan “ “ “	2,058,178	24	“	1866	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1892
Iowa—State Certificates registered	200,000	5	May & Nov.	1886	96	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1893
“ War Loan Bonds “ “ “	300,000	7	Jan. & July.	1886	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1894
Kansas—State Bonds “ “ “	200,000	5	“	1886	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1895
Kentucky—State bonds “ “ “	447,000	5	“	1886	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1896
Louisiana—State Bonds coupon	9,586,000	6	“	1886	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1897
Maine—State Certificates coupon	532,000	6	Mar. & Sept.	1888	100	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1898
“ War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	99 ¹	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1899
Maryland—State Bonds “ “ “	2,171,902	6	quarterly.	var.	82	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1900
Massachusetts—State Script registered	6,401,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1901
“ “ “ inscribed { (sterling) coupon	55,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1902
“ “ “ War Loan “ “ “	244,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1903	
“ “ “ 297,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1904	
“ “ “ 150,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1905	
“ “ “ 1,024,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1906	
“ “ “ 2,030,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1907	
“ “ “ 1,083,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1908	
“ “ “ 74,000	6	“	1870	102	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1909	
Michigan—\$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1867	106	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1910
“ “ “ Canal Loan “ “ “	100,000	6	“	1867	106	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1911
“ “ “ Renewal Loan “ “ “	216,000	6	“	1867	106	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1912
“ “ “ War Loan Bonds “ “ “	1,122,000	7	Jan. & July.	1867	106	—	—	—	—	—	—	—	—	—	—	—	—	—	6	“	1913
“ “ “ Bounty Bonds “ “ “	700,000	5	May & Nov.</td																		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1861	150,713	184,438	166,493	194,992	200,817	216,526	205,612	216,408	201,103	187,228	183,844	185,923	2,265,492
1862	250,445	347,211	42,240	345,045	472,103	410,800	492,882	506,594	541,481	675,446	634,243	576,365	6,525,335
1863	476,096	433,549	882,459	412,423	464,306	492,390	467,513	505,504	533,414	541,491	541,491	541,491	541,491
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,807	141,174	122,487	104,254	80,256	1,008,464
1862	78,169	93,591	110,965	72,196	81,904	90,625	95,096	128,101	132,639	119,409	115,201	111,955	1,235,001
1863	106,980	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,204	1,673,706
1864	100,991	154,418	195,283	162,723	178,766	206,096	224,257	312,105	354,584	320,879	307,803	232,015	2,710,484
1865	280,503	215,283	299,063	258,480	322,278	355,270	385,985	409,251	401,250	357,956	307,919	236,824	8,840,002
1866	210,171	207,913	304,385	270,859	333,433	368,273	328,370	381,559	347,037	318,549	318,549	318,549	318,549
Chicago and Rock Island:													
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,034	152,527	123,819	118,758	1,261,050
1862	120,776	90,607	75,876	76,459	102,353	138,374	119,947	117,066	146,208	161,508	138,796	135,556	1,423,439
1863	146,024	130,225	122,512	126,798	144,995	170,987	180,142	160,306	210,729	216,030	196,455	201,134	1,959,267
1864	158,735	175,482	243,180	185,013	198,670	243,178	224,080	307,874	375,860	324,865	336,617	321,087	3,086,470
1865	305,554	246,331	299,403	196,550	234,612	312,818	244,121	306,231	389,489	367,523	370,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	204,605	290,642	224,112	310,446	394,050	422,124	422,124	422,124	422,124
Chicago and Northwestern:													
1863	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,506	669,003	729,759	716,278	563,400	6,114,566
1864	541,005	482,164	499,296	468,388	585,623	747,942	702,091	761,698	946,701	921,886	749,191	846,669	7,988,980
1865	523,566	405,634	523,744	518,736	735,082	922,892	776,900	778,234	939,053	930,653	1,210,654	1,210,654	1,210,654
Chicago and Great Eastern:													
1861	13,316	11,068	13,670	12,188	10,708	15,520	15,110	20,055	20,295	26,762	26,234	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	21,401	31,367	36,578	33,981	37,440	328,666
1863	33,829	33,904	38,485	40,641	37,588	38,068	30,208	50,198	51,495	61,187	51,386	60,895	82,364
1864	47,393	56,565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,496
1865	77,878	77,242	83,460	75,514	76,674	91,97	91,075	97,145	106,389	118,610	110,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,930	86,037	107,051	108,037	126,998	126,998	126,998	126,998
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,058	419,010	515,043	719,354	734,108	714,211	6,214,188
1862	699,097	601,595	638,006	626,070	687,416	528,842	505,024	615,982	566,421	888,136	902,306	968,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	877,092	816,801	966,294	1,024,649	1,038,821	10,499,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,864	1,301,008	1,222,568	1,224,909	1,334,217	18,420,648
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,281,046	1,388,615	1,348,688	1,622,472	1,420,765	15,484,776
1866	including Buffalo Division	1,187,188	933,856	1,070,434	1,183,295	1,001,688	1,243,143	1,203,462	1,300,380	1,411,347	1,480,251	1,480,251	1,480,251
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	286,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	238,637	181,084	191,648	206,346	269,282	261,079	262,786	414,543	410,236	372,593	350,463	3,445,827
1863	299,044	271,085	275,643	259,224	324,687	407,992	343,929	511,305	478,576	496,433	437,879	424,881	4,971,028
1864	327,900	416,588	459,702	422,797	466,372	610,100	423,578	640,179	799,236	661,391	651,141	603,402	6,329,447
1865	571,536	528,972	616,696	511,608	460,573	617,682	578,403	747,469	739,356	641,589	643,587	518,088	7,181,208
1866	582,828	512,628	518,822	406,773	507,830	560,026	467,115	586,074	651,021	639,195	639,195	639,195	639,195
Marietta and Cincinnati:													
1861	33,004	26,253	23,891	38,579	32,668	29,334	37,271	56,687	46,452	81,329	55,257	45,544	512,219
1862	38,203	65,778	60,540	64,306	35,322	40,706	58,704	52,864	77,112	83,059	76,764	68,833	710,226
1863	77,010	74,409	80,901	72,389	83,993	78,697	91,809	90,972	93,078	95,546	96,908	95,455	1,085,106
1864	96,672	87,791	93,763	78,607	76,248	107,525	104,008	115,184	125,252	116,495	116,146	105,767	1,224,068
1865	90,071	84,318	82,910	82,722	95,661	106,315	106,410	106,410	106,410	111,144	111,144	111,144	111,144
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	48,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,168	109,661	154,369	122,272	61,885	1,163,734
1863	67,130	76,132	44,925	88,177	106,987	111,260	71,587	69,363	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	189,547	113,399	168,218	178,526	149,099	117,913	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,340	110,664	1,985,712
1866	121,776	84,597	72,133	108,082	267,488	262,172	170,795	116,224	150,889	245,701	245,701	245,701	245,701
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	128,558	178,773	235,600	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,813	226,813	276,109	253,818	258,634	2,647,833
1863	248,784	230,508	557,227	268,612	264,935	241,236	189,145	238,012	286,106	275,567	332,260	345,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,158
1865	363,996	360,361	413,974	366,180	351,489	337,096	301,613	418,575	486,808	524,790	496,072	351,709	4,826,722
1866	312,846	277,234	343,737	335,198	343,737	335,083	340,492	359,645	429,191	429,191	429,191	429,191	429,191
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	226,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,896	186,039	174,002	172,189	216,624	235,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	228,495	266,453	206,221	193,328	215,449	308,108	375,483	339,794	306,188	3,165,065
1864	252,435	278,848	348,802	338,276	271,553	265,780</							

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	Price.
Alabama and Florida:												
Mortgage	\$300,000	7				1867						
Convert. (quar. by Dir.)	150,000	7				1868						
Alabama and Tenn. Rivers:												
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872							
2d Mortgage	225,705	8			1864							
Albany and Susquehanna:												
Mortgage	1,016,739	7	April & Oct.	Albany.	1883							
Allegheny Valley:												
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891							
Atlantic and Gt. Western:												
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80						
2d Mortgage	774,700	7	April & Oct.	"	1881	75						
1st Mortgage, Penn.	2,324,800	7	"	"	1877	81						
2d Mortgage	913,500	7	Jan. & July.	"	1882	77						
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882							
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85						
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	98						
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884							
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884							
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890							
Atlantic and St. Lawrence:												
Dollar Bonds (Coupon)	688,000	6	April & Oct.	Portland.	1866	92						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96						
City of Portland Loan (Coupon)	1,000,000	6	Various	N.Y., P.&B.	'68-'70							
Baltimore and Ohio:												
Maryland Sterling Bds of 1833.	8,000,000	5	Ja Ap. Ju.Oc.	London.	1838							
Mortgage Coupon	" 1853	2,391,500	6 April & Oct.	Baltimore.	1885	99						
" " "	676,000	6	Jan. & July.	"	1880	100						
" " "	1,085,000	6	Jan. & July.	"	1875	99						
" " "	982,084	6	Ja Ap. Ju.Oc.	"	1887	100						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	95						
Bay de Noquet and Marquette:												
Income	100,000	8	April & Oct.	Boston.	1870							
Bellefontaine and Indiana:												
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101						
1st Mortgage extended	422,000	7	" "	"	'70-'99							
3d Mortgage	116,000	7	" "	"	1870							
Income bonds	87,000				1870							
Belvidere Delaware:												
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	81						
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877							
Boston Concord and Montreal:												
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865							
1st Mortgage	300,000	7	" "	New York.	1865							
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	96						
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90						
Sinking Fund	336,000	6	" "	Boston.	1889	97						
Boston and Lowell:												
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100						
"	200,000	6			1879	100						
Buffalo, New York and Erie:												
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	99						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	103						
Buffalo and State Line:												
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101						
Income in '90, in '72	200,000	7	Jan. & July.	"	" var.							
Special Erie and North-East	149,000	7	" "	"	'61-'70							
Burlington and Missouri:												
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893							
Cairo and Fulton (Mo.):												
State (Mo.) Loan	650,000	6										
Camden and Amboy:												
English debt (S. F.) £400,000	1,937,452	6	Semi-annual.	London.	1880							
American Loan	3,120	6	"	New York.	1864							
Loan for \$500,000	211,600	6	"	"	1867	100						
" " \$900,000	364,100	6	"	"	1870	98						
" " \$675,000	675,000	6	"	"	1875	92						
" " \$1,700,000	1,700,000	6	"	"	1883	98						
" " \$2,500,000	867,000	6	"	"	1889	92						
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	96						
Camden and Atlantic:												
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85						
Catawissa:												
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882							
Cayuga and Susquehanna:												
1st Mortgage	300,000	7	Jan. & July.	New York.	1865							
Central of New Jersey:												
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	103						
2d Mortgage	600,000	7	May & Nov.	"	1875	105						
Central Ohio:												
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865							
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101						
3d Mortgage (S. F.)	950,000	7	" "	"	1885	85						
4th Mortgage (S. F.)	1,366,800	7	" "	"	1875	50						
Income	1,192,200	7	Jan. & July.	"	"	57-'60						
Charleston and Savannah:												
1st Mortgage (endorsed)	510,000	6										
2d Mortgage	1,000,000	7										
Cheshire:												
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95						
Chicago, Burlington & Quincy:												
Trust Mort. S. F. convertible	356,000	8	Jan. & July.	New York.	1883	111						
" " " inconvertible	3,169,000	8	" "	"	1883							
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	"	1890						
2d Mortgage, inconvertible	941,000	4	July.	Frankfort o.M.	1890							
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100						
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868							
C. B. & Q. Scrip	451,400	7	Jan. & July.	Frankfort o.M.	---							
Chicago and Alton:												
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93						
Income Rev't	1,100,000	7	May & Nov.	"	1883	94						
Chicago and Milwaukee:												
1st General Mort	2,000,000	7	Jan. & July.	New York.	1893	94						
Chicago and Great Eastern:												
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	72						
Chicago and Rock Island:												
1st Mortgage	1,387,000	7	Jan. & July.	New York.	1870	102						
Income bonds	51,000	8	May & Nov.	"	"	var.						
Chicago and Northwestern:												
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1886	97						
General 1st Mortgage	3,600,000	7	" "	"	"	1885	59					
Funded Coupon Bonds	756,000	7	May & Nov.	"	"	1883	96					
Consolidated Sinking Fund	949,000	7	F. M. A. & N.	"	"	1915	84					
Equipment Bonds	270,483	7	Jan. & July.	"	"	1874						
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	"	1885	96					
Green Bay Extension Bonds	300,000	7	" "	"	"	1885	75					
Flagg Trust Bonds	245,000	8	Jan. & July.	"	"							
Cincinnati, Hamilton and Dayton:												
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110						
2d Mortgage	1,250,000	7	May & Nov.</									

AMERICAN RAILROAD BOND LIST

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Description.	Amount	Interest	Interest.				Description.	Amount	Interest	Interest.			
			When payable.	Where payable.	D	Price.				When payable.	Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage	\$300,000	7			1891		Memphis and Charleston State [Tenn.] Loan	\$1,501,900	6	Jan. & July.	New York.	1880	
Galena and Chicago Union: 1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100	1st Mortgage	1,254,000	7	May & Nov.			
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	98	Michigan Central: 1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
Elgin and State Line	189,000	7	Jan. & July.	"	1879	92	1st Mortgage Stg (convertible)	500,000	8	March & Sept.		1869	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	1,985,500	8	"	N.Y. & Boston	1869	110
Great Western, Ill.: 1st Mortgage Western Division " Eastern "	1,000,000	10	April & Oct.	New York.	1863	106	1st Mortgage (S. F.) convertible	247,000	8	April & Oct.	"	1882	110
" 350,000	7	Feb & Aug.	"	1865	102	Mich. Southern and N'n Indiana: Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861		
Hannibal and St. Joseph: Missouri State Loan (1st lien) - Land Security	3,000,000	6	Jan. & July.	New York.	1878	83	Erie and Kalamazoo	37,000	7	March & Sept.	"	1862	
Convertible Bonds	334,60	7	April & Oct.	"	1881	92	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Harrisburg and Lancaster: New Dollar Bonds	822,000	7	Jan. & July.	"	1883	97	Goshen Air Line	651,900	7	"	"	1868	95
Hartford and New Haven: 1st Mortgage	661,000	6	Jan. & July.	Philadelphia.	1883	100	Detroit and Toledo	784,000	7	"	"	1876	94
Housatonic: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90	1st General Mortgage (S. F.)	4,856,500	7	May & Nov.	"	1882	97
Houston and Texas Central: State (1st Lien) Loan	210,000	6	Jan. & July.	Bridgeport.	1877		2d General Mortgage	2,253,500	7	"	"	1877	94
Mortgage	125,000	7			1886		Milwaukee and St. Paul: 1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1898	95
Hudson River: 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1869-70	102	2d Mortgage	1,560,000	7	April & Oct.	"	1884	83
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	104	Real Estate Depot	2,400,000				1874	
3d Mortgage	1,840,000	7	May & Nov.	"	1875	101	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Convertible	1,002,000	7	"	"	1867	100	Minnesota and Pacific: Real Estate	1,200,000	7	Jan. & July.		1892	
Illinois Central: Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		Mississippi Central: 1st Mortgage	1,007,500	7				
Construction	6,837,000	7	April & Oct.	London.	1875		Mississippi Central and Tenn.: State (Tenn.) Loan	529,000	6				
Construction	2,896,500	6	"	New York.	1875	101	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7				
Redemption bonds	2,563,000	6	"	"	1880		2d Mortgage (S. F.)	400,000	8				
Indiana Central: 1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Oskaloosa Division	688,556	7	Jan. & July.	"	1875	18
2d Mortgage	264,000	10	"			1st Land Grant	3,612,000	7				61	
Income	20,500					2d Land Grant	691,000						
Indianapolis and Cincinnati: 1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106	Income Bonds	513,300					
2d Mortgage	400,000	7	"	"	1892	100	Mississippi and Tennessee: Tennessee State Loan	98,000	6				1885
Real Estate Mortgage	200,000	7			1888	68	Mississippi State Loan	202,099	6				
Ind., Pittsburg and Cleveland: 1st Mortgage	650,000	7	Jan. & July.	New York.	1870		1st Mortgage	171,000	7				1876
2d Mortgage	347,000	7	"	"		Mobile and Ohio: City (Mobile) Tax Loan	400,000	6					
Indianapolis and Madison: Mortgage	640,000	7	May & Nov.	New York.	1881	100	Tennessee State Loan	674,860	6				
Jeffersonville: 1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Alabama State Loan	389,410	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Sterling	878,035	6				1888
Joliet and N. Indiana: 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		Mississippi State Loan	200,970	6				
Kennebec and Portland: 1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Montgomery and West Point: Alabama State Loan	122,622					
2d Mortgage	230,000	6	"	Augusta.	1861		Mortgage (due 1860, '63 and '65)	350,000	6				
Kentucky Centr. (Cov. and Lex.) 1st Mortgage	160,000	6				Mortgage	450,000	8					
1st Mortgage	260,000	7				Mobile and Ohio: City (Mobile) Tax Loan	400,000	6					
2d Mortgage (convertible)	1,000,000	7				Tennessee State Loan	674,860	6					
3d Mortgage	600,000	7				Alabama State Loan	389,410	6					
Guaranteed by Covington	200,000	6				Income	1,508,070	8	Jan. & July.	New York.	'61-'67		
La Crosse, Viroqua & Mineral Pt.: 1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		Sterling	878,035	6				
Lehigh Valley: 1st Mortgage						Mississippi State Loan	200,970	6					
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	1,477,000	6	May & Nov.	Philadelphia.	1873	97	Montgomery and West Point: Alabama State Loan	122,622					
Lackawanna and Bloomsburg: 1st Mortgage	875,000	7	May & Nov.	Milwaukee.	1872		Mortgage (due 1860, '63 and '65)	350,000	6				
Lexington and Frankfort: Mortgage, due 1868 and '74	2,024,578	7	Jan. & July.	Philadelphia.	1881		Mortgage	450,000	8				
Little Miami: Mortgage (coupon)	79,000	6				Morris and Essex: 1st Mortgage (S. F.)	8,084,775	7	May & Nov.	New York.	1915	96	
Long Island: State Loan (S. F.)	1,200,000	6	May & Nov.	New York.	1883		1st Mortgage	249,000	7				
2d Mortgage	500,000	6	"	"		Muscogee: 1st Mortgage	1,500,000	7					
Extension Bonds	175,000	7	May & Nov.	"	1890		Chat and Clev. Subs. (endors.)	231,000					
Long Dock Co.: Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99	* New Albany and Salem: 1st Mortgage	2,235,000	6				
Louisville and Frankfort: Louisville Loan	100,000	6	Jan. & July.	New York.	1881		N. Hav. N. Lond. and Stonington: 2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	
1st Mortgage	145,000	6	"	"		Extension	116,000	6	May & Nov.	"	1878		
Louisville and Nashville: 1st Mortgage Main Stem Lebanon Branch 1st Mortgage	1,656,000	7	Feb. & Aug.	New York.	1877		New Haven and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
Memphis Branch 1st Mortgage Bardstown and Louisville City of Louisville bonds	1,000	7				1st Mortgage (H. & Hamp.)	103,000	6					
1,281,000	7					New Jersey: Company's (various)	805,000	6	Semi-ann'yly.	New York.	var.		
300,000	7					New London Northern: 1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871		
1,137,000						Extension Bonds	72,800	6	March & Sept.	"	1885		
Maine Central: Loan \$1,100,000	1,092,900	6				N. Orlins, Jackson and Gt. North: State (Miss.) Loan	255,000	5					
Loan \$400,000	314,100	6				1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886		
McMinnville and Manchester: State [Tenn.]	372,000	6				Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	9	
1st Mortgage	24,000	7				Debt's of former Co's outstanding	1,988,000	7	Feb. & Aug.	"	1856		
Marietta and Cincinnati: 1st Mortgage Bonds	10,900	6				Funding (S. F.) Bonds	634,000	6	May & Nov.	"	1888		
1st Mortgage	2,368,385	7	Feb. & Aug.	New York.	1891		Exchanged Stk's (S. F.) Bds	78,000	6	"	"		
Scioto & Hocking Val. R. mort.	1,000,000	7	"	"		"	"	6,000	6	"	"		
Memphis, Clarkeav. and Louisv.: State [Tenn.] Loan	910,000	6				Real Estate (S. F.) Bonds	160,000	6	"	"			
Memphis and Ohio: State [Tenn.] Loan	1,340,000	6				Real Estate Bonds & Mortgages	192,738	7	var.				
						"	45,550	6	"	"			
						Bonds of Aug. 1859, Convertible	2,398,000	7	Feb. & Aug.	"			
						Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"			
						New York and Erie: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1883		
						2d Mortgage	4,000,000	7	March & Sept.	"	1879		
						3d Mortgage	6,000,000	7	"	"	1888		
						4th Mortgage	4,441,000	7	April & Oct.	"	1880		
						5th Mortgage	925,500	7	June & Dec.	"	1888		
						Buffalo Branch	186,400	7	Jan. & July.	"	1881		
						Sterling Bonds	3,81,552						
						New York and Harlem: 1st Mortgage	8,000,000	7	May & Nov.	New York.	1887		
						Consolidated	1,000,000	7	Feb. & Aug.	"	1879		
						3d Mortgage	950,500	7	Jan. & July.	"	1887		
						New York and New Haven: Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875		
						1st Mortgage	600,000	6	Feb. & Aug.	New York.	1875		

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Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.			Due	Price
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.		
North Carolina:													
Mortgage Loan	\$233,000	8	Mar. & Sept.		1867								
North-Eastern (S. C.):													
1st Mortgage	700,000												
2d Mortgage	224,500												
Northern Central:													
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oe.	Baltimore.	due.								
Md. State Loan (Irredeemable)	1,500,000	6	"	"	1870	102							
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871	---							
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871	---							
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91							
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1882	88							
North Missouri:													
State Loan (30 years)	4,350,000	6	Jan. & July	New York	72-87	90							
North Pennsylvania:													
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93							
Chattel Mortgage	300,000	10	"	"	1887	110							
Northern (N. H.):													
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92							
Norwich and Worcester:													
Mass. State Loan	400,000	6	Jan. & July	Boston.	1877	---							
Bonds for Dividend Scrip	56,000	7	"	New York	'64-'74	---							
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63-'70	---							
Ohio and Mississippi:													
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	92							
1st Mortgage—Western	850,000	7	"	"	1872	---							
2d Mortgage—Western	750,000	7	"	"	1874	---							
Orange and Alexandria:													
1st Mortgage	400,000	6	May & Nov.	New York	1866	---							
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1875	---							
2d Extension	600,000	8	May & Nov.	"	1873	---							
Ordensburg & Lake Champlain:													
1st Mortgage	1,491,000	7	April & Oct.	Boston.	1869	101							
2d Mortgage (now stock)						74							
Oswego and Syracuse:													
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	---							
Pacific (Mo.):													
State (Mo.) Loan	7,000,000	6	Jan. & July	New York	'71-'87	87							
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'90	---							
Construction Main Line	1,500,000	7	"	"	"	86							
" S. W. Branch.	3,232,000	7	"	"	"	86							
St. Louis County bonds	700,000	7	"	"	1885	---							
Panama:													
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101							
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	---							
2d Mortgage Sterling	1,160,000	7	Feb. & Aug	"	1872	---							
Peninsula:													
1st Mortgage	1,020,000	7	March & Sept.	New York.	1898	80							
Pennsylvania:													
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	102							
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98							
2d Mortgage Sterling	2,283,840	6	"	London.	1875	---							
State Works Bonds	6,700,000	5	Jan. & July	Harrisburg.	1894	102							
Penobscot and Kennebec:													
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	---							
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	---							
Peoria and Oquawka:													
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862	---							
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873	---							
Petersburg and Lynchburg (S. Side):													
State (Va.) Loan (S. F.):	800,000	7											
1st Mortgage (1860-70-'75)	365,000	6											
2d Mortgage (1862-'70-'72)	378,000	6											
Special Mortgage (1865-'68)	175,000	6											
Last Mortgage (1861 to 1869)	123,500	8											
Phila., Germanv'n and Norristv'n:													
Consolidated Loan	119,300	6	Jan. & July	Philadelphia.	1865	105							
Convertible Loan	292,500	6	"	"	1885	119							
Philadelphia and Reading:													
Bonds of 1839 (unconvertible)	408,000	5	Jan. & July	Philadelphia.	1867	---							
" 1839	182,400	5	"	"	1880	---							
" 1849	2,665,600	6	April & Oct.	"	1870	95							
" 1861	106,000	6	Jan. & July	"	1871	96							
" 1843	1,525,800	6	"	"	1880	95							
" 1844	804,000	6	"	"	1880	95							
" 1848	101,000	6	"	"	1880	95							
" 1849	67,000	6	"	"	1880	95							
" 1857, (convertible)	415,500	6	"	"	1886	116							
" 1866	60,000	7	"	"	1886	---							
Bonds and mort. on Real Estate	535,362												
Phila., Wilmington and Baltimore:													
Mortgage Loan	496,000	6	Jan. & July	Philadelphia.	1884	98							
Pittsburg and Connellsville:													
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74							
Pitts., F. Wayne and Chicago:													
1st Mortgage (series A)	375,000	7	Jan. & July	New York	1912	104							
" (series B)	875,000	7	Feb. & Aug.	"	1912	44							
" (series C)	875,000	7	Mar. & Sept.	"	1912	44							
" (series D)	875,000	7	April & Oct.	"	1912	44							
" (series E)	875,000	7	May & Nov.	"	1912	44							
" (series F)	875,000	7	Jun. & Dec.	"	1912	44							
2d " (series G)	860,000	7	Jan. & July	"	1912	98							
" (series H)	860,000	7	Feb. & Aug.	"	1912	44							
" (series I)	860,000	7	Mar. & Sept.	"	1912	44							
" (series K)	860,000	7	April & Oct.	"	1912	44							
" (series L)	860,000	7	May & Nov.	"	1912	44							
" (series M)	860,000	7	June & Dec.	"	1912	44							
3d " 2,060,000	7	April	"	"	1912	90							
Bridge Bonds	161,000	7	May & Nov.	Philadelphia.	1876	---							
Pittsburg and Steubenville:													
Mortgage	800,000	7	Feb. & Aug.	New York	1865	---							
Potowm and Watertown:													
1st Mortgage	1,000,000	7	June & Dec.	New York	64-'74	---							
Quincy and Chicago:													
1st Mortgage	1,200,000												
Racine and Mississippi:													
1st Mortgage (Eastern Division)	680,000	8											
1st Mortgage (West'n Division)	757,000	8											
Raleigh and Gaston:													
Coupons	100,000												
Richmond and Danville:													
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	'87-'88	---							
Guaranteed by State	200,000	7	April & Oct.	Richmond	1875	---							
Mortgage (Coupon)	2,200,000	7	Feb. & Aug.	"	1875	---							
Mortgage (Registered)	504,000												
Richmond, Fred. and Potomac:													
Sterling (267,000)	324,006	6											
Richmond and Petersburg:													
Coupons	150,000												
Rutland and Burlington:													
1st Mortgage	1,800,000	7	Feb. & Aug.</										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.								
	Main Line.		Lateral and Branch Lines.		2nd Track and Sidings.		Road in progress or projected.		Cars.		Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Dividends.		Price of
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	Railroad and Appendages.	Rolling Stock.	Other Assets.	Share Capital paid in, incld. all other assets and liabilities.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	M.	M.	Net.	p. c.			
Companies.																									
30 Jun. '60	65.0		50.6		56.1	2	2	19			Alabama and Florida	1,451,336	*	877,553	503,500	105,256	1,515,704	54.0		101,102	37,800				
28 Feb. '59	30.8		58.1	2	2						Alabama and Mississippi	461,505	30,991	335,010	109,500	21,632	518,965	30.3		55,791	31,882				
31 May '60	109.6		57.8	11	9	102					Ala. and Tennessee Rivers	2,261,927	184,900	1,067,006	777,777	240,485	2,176,023	109.6		207,626	111,222				
30 Jun. '59	57.0		171.3								Mobile and Girard	1,500,000	*					57.0	236,791	76,773	21,006				
1 May. '61	469.3	13.5	49.4	40	28	502					Mobile and Ohio	12,000,000	*							1,402,858	696,370				
19 Feb. '60	88.6	28.4					23	14	233		Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,570	2,582,505	116.3		505,156	260,269	6		
3 Nov. '55	38.5		107.5								ARKANSAS.														
											Memphis and Little Rock	558,877	*												
30 Dec. '60	22.5										SACRAMENTO Valley	1,493,850	*												
											CONNECTICUT.														
21 July '65	23.8		1.9		6	5	47				Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000			23.8	55,955	105,333	26,249	8		
31 Jan. '66	122.4		17.7	76.1	18	20	310				Hartford, Provid. and Fishkill	3,902,366	302,511		2,037,940	1,986,740			122.4	319,438	614,725	166,186			
31 Aug. '66	61.4	19.2	66.2		26	32	425				Hartford and New Haven	3,284,227	254,000	1,256,328	3,000,000	927,000	182,497	4,794,566	75.2	498,002	1,591,504	511,677	12	175	
31 Dec. '65	74.0		8.9		10	12					Housatonic	2,439,775	*	347,819	2,000,000										
28 Feb. '66	67.0		2.0		8	11	188				Naugatuck	1,465,639	*												
30 Nov. '65	67.6	5.8	9.3		4	2	16				New Haven, N. London and Ston	1,454,040	*												
31 Dec. '65	66.0	20.0	5.9	14.0	8	12					New Haven and Northampton	1,787,565	*												
31 Mar. '66	61.3	1.0	63.8		34	77	412				New London Northern	861,135	*	10,807	700,000	132,814	15,746	871,742	86.0	202,567	306,766	53,204	8	85	
30 Nov. '65	59.4	7.0	8.2		18	17					New York and New Haven	4,656,302	970,220	855,456	5,000,000	140,785	8,081,181	1,982,218		549,834	9,117				
31 Dec. '65	59.4	7.0	8.2		392						Norwich and Worcester	2,468,988	149,711	498,985	2,363,000	580,000	9,261	2,962,861	5.0	829,984	174,065	265,396	9	116	
											DELAWARE.														
31 Oct. '60	84.3		10.7								Delaware	1,552,257			406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '62	16.2										Newcastle and Frenchtown	704,860		18,535	744,620		5,024	749,644	5.0		27,283	10,290	9		
											FLORIDA.														
30 Apr. '62	32.0		3.0	13.0	3	1					Florida	6			191,485	195,000	75,894	619,112	32.0		7,857	8,585			
31 Dec. '62	59.0		5.0								Florida and Alabama	532,791	30,586												
31 Dec. '62	100.0	3.9	10.0	153.5							Fla., Atlantic and Gulf Central														
											Pensacola and Georgia														
30 Jun. '60	86.7		16.6	6	85						GEORGIA.														
31 Dec. '62	92.6	8.7	70.9								Atlanta and West Point	1,200,079	*	96,462	1,232,00	36,500	22,721	1,296,541	86.7		415,411	54,848	4		
31 Dec. '60	53.0										Atlanta and Gulf—M. Trunk														
30 Apr. '60	43.5		23.7								Augusta and Savannah	1,032,200	*												
30 Nov. '60	191.0										Brunswick and Florida	755,000	*												
31 Mar. '60	171.0	61.0									Central of Georgia (and Bank)	4,368,800	*												
30 Nov. '60	19.0		19	16	171						Georgia (and Bank)	4,156,000	*	1,003,850	4,156,000	312,500		6,590,178	229.0	879,468	1,715,025	764,574	10		
31 July '59	50.0		7	2	107						Macon and Western	1,500,000	*					12,296	8,123,343	232.0	1,168,188	528,003	8		
1 May. '58	68.1		3	4	33						Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516	8		
31 July '60	106.1	100.8	16.2		18	22	201				Savannah, Albany and Gulf	1,386,634	*	1,275,901	1,200,000	180,621	1,475,140	71.6							
30 Sep. '59	138.0										South Western	3,770,425	*					2,921,900	19,913	3,822,913	228.8		388,888	13	
31 Dec. '60	195.0	14	12.2		46	30	1,002				Western and Atlantic	5,901,497	*					built and own'd by State		138.0		832,343	454,541		
											ILLINOIS.														
31 Dec. '60	290.0		66	32	1,093						Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,840,092	1,883,517	85	106	
30 Apr. '60	317.0	82.0	47.0								Chicago, Burlington and Quincy	12,777,562	2,670,210	2,070,679	10,193,010	5,754,496	204,207	17,518,440	400.0	2,083,580	6,175,553	7,799,435	31	181	
31 May. '60	342.0	688.0									Chicago and Northwestern	314,943	*		2,356,680	26,155,641	12,020,483	825,398	39,680,452	530.0	6,820,750	1,802,272	46		
31 Mar. '60	181.8		65.1		71	305					Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000		10,315,764	228.4	1,234,851	315,146,236	1,424,781	10	100	
31 May. '60	174.5	5.5	14.8		21	22	504				Great Western	4,039,561	*		1,468,561	2,350,000		4,214,542	180.0		742,047	377,476			
31 Dec. '65	654.5	252.5	148.7	76	327	404	1,002				Illinois Central	30,529,844	*		23,374,406	12,315,200		40,668,060	703.8	3,507,466	7,181,208	2,174,924	10	1174	
31 Dec. '65	118.0	14.0	12.2		312.0						Toledo, Peoria & Warsaw	4,253,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	680,333	250,166			
31 Dec. '65	195.0	14	12.2								St. Louis, Alton & Terre Haute	10,700,000	*		4,000,000	6,700,000		10,700,000	209.0		2,240,744	488,568			
											INDIANA.														
31 Aug. '59	224.0										Chicago and Great Eastern	41			4,390,000	5,600,000									
31 Dec. '62	132.0										Evanston and Crawfordsville	2,312,344	288,255	125,687	1,142,834	1,240,000	4,562	2,720,187	132.0	240,145	559,128	246,720			
31 Dec. '62	72.4										Indiana Central	1,667,039	274,081	26,641	61,050	15,900	2,102,761	109.0		442,893	156,541				
31 Dec. '62	89.8	20.2									Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,889	3,458,108	110.0		448,568	230,834	9		
31 Dec. '64	84.0										Ind., Pittsburg and Cleveland	2,735,556	*	240,22	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	807,852			
1 Dec. '62	78.0		11.0								Jeffersonville	1,549,518	*	278,384	1,015,907	621,000		2,175,223	108.0	312,859	1,533,763	132.0			
31 Mar. '64	86.0	46.0	3.0								Indianapolis and Madison	1,464,347	*		891,900	640,000					648,827	371,400	6	100	
31 Dec. '65	58.8		28.0								Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	6,000,000								
30 Nov. '65	73.0										Terre Haute and Indianapolis	1,988,150	*		967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,249,720	598,671	12	159
											KENTUCKY.														
31 Dec. '60	80.0										Covington and Lexington	3,743,971	276,024		1,582,160	2,930,000	337,582	4,375,998	111.8		426,408	227,584			
30 Jun.																									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Year ending	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.		Dividends		Price of shares.			
	Main Line.	Laterals and Branch Lines.	2nd. Track and Sidings.	Road in progress or projected.	Cars.	Companies.				Property and Assets.	Liabilities.	Total	Total	Total	Total	Total	Mileage run by locomotives with trains.	Mileage run by locomotives with trains.	Dividends	Dividends				
	M.	M.	M.	No.	Engines.	Passenger.	Freight, etc.	No.	No.	No.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	Gross.	Net.	p. c.				
30 Nov. '62	55.0	—	—	6	4	74	—	—	—	1,050,000	—	151,833	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	—	—		
30 Jun. '63	149.0	—	25.0	41	18	849	Atlantic and St. Lawrence	—	—	7,654,069	—	2,494,900	3,471,560	1,985,870	7,982,330	149.0	878,873	1,161,113	177,873	—	46	—		
31 Dec. '63	63.0	9.5	8.0	12	11	120	Portland and Kennebec	—	—	3,000,000	—	1,000,000	2,000,000	—	8,000,000	109.5	274,410	580,310	97,709	—	—	—		
31 May. '64	92.7	9.5	—	13	16	233	Maine Central	—	—	4,212,201	—	57,091	1,447,960	2,733,800	1:0,597	4,301,457	109.2	171,568	489,592	219,302	—	—	—	
31 May. '64	61.3	—	—	12	4	119	Portland, Saco and Portsmouth	—	—	1,491,307	—	100,000	1,500,000	—	1,690,004	51.3	161,056	450,222	236,767	6	104	—		
MAINE.																								
30 Sep. '63	279.6	7.2	—	226	100	8,000	Baltimore and Ohio	—	—	31,233,338	3,621,755	11,866,233	16,151,962	10,112,584	897,839	36,811,376	298,010	6,509,946	4,544,097	3	114	—		
30 Sep. '63	80.0	—	—	7	83	167	Washington Branch	—	—	1,650,000	—	1,650,000	—	—	—	—	2,379,841	39.0	—	703,123	429,890	44	127	—
31 Dec. '63	138.0	4.0	25.0	—	60	55	3,496	Northern Central	—	—	9,247,130	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	3	49	49
MARYLAND.																								
30 Nov. '63	84.9	14.0	6.8	12	6	37	Boston, Hartford & Erie	—	—	9,250,112	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	6	14	—			
30 Nov. '63	26.7	1.8	18.8	24	38	534	Boston and Lowell	—	—	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.8	4,123,213	752,606	172,232	6	111	—	
31 May. '64	74.5	8.8	50.4	37	86	744	Boston and Maine	—	—	3,965,254	446,557	973,430	4,076,974	—	328,388	5,386,291	164.3	747,472	1,521,159	393,812	9	131	—	
30 Nov. '63	47.0	7.0	32.5	28	39	559	Boston and Providence	—	—	3,302,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	142	—	
30 Nov. '63	44.6	24.0	60.8	32	69	309	Boston and Worcester	—	—	4,062,584	478,416	1,413,789	4,500,000	—	766,740	9,193,782	83.6	669,234	1,697,164	537,067	10	146	—	
30 Nov. '63	40.0	1.1	2.7	7	16	123	Cape Cod Branch (par 60)	—	—	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,895	6	66	—	
30 Nov. '63	50.0	2.4	9.6	12	23	156	Connecticut River	—	—	1,813,980	—	303,239	1,591,100	250,000	104,133	2,117,219	52.4	221,748	533,109	175,404	6	111	—	
30 Nov. '63	44.1	30.5	27.5	32	60	544	Eastern	—	—	4,452,999	362,966	762,874	3,155,000	1,798,600	414,208	5,558,837	89.0	622,202	1,271,075	490,768	6	112	—	
30 Nov. '63	51.0	42.5	75.8	27	20	684	Fitchburg	—	—	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	814,235	8	133	—	
30 Nov. '63	14.0	—	2.8	4	4	20	Fitchburg and Worcester	—	—	—	—	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	124	—	
30 Nov. '63	12.4	—	2.8	2	4	24	Lowell and Lawrence	—	—	382,883	30,275	—	200,000	75,000	2,754	367,372	(Oper. by B.	61,118	188,647	300,964	51,227	8	125	—
30 Nov. '63	14.5	—	17.2	10	17	210	Nashua and Lowell	—	—	620,153	92,870	101,968	500,000	—	91,748	81,961	71.0	188,647	300,964	51,227	8	125	—	
30 Nov. '63	20.1	1.2	1.2	4	18	67	New Bedford and Taunton	—	—	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	104	—	
31 May. '64	98.5	8.8	27.5	32	56	319	Old Colony and Newport	—	—	4,433,317	—	2,609,822	4,819,766	551,500	1,467,341	7,043,139	145.0	—	1,205,643	526,448	—	—	—	
30 Nov. '63	16.8	—	0.7	1	3	—	Pittsfield and North Adams	—	—	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	8	104	—	
30 Nov. '63	42.4	1.0	14.9	14	14	452	Providence and Worcester	—	—	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,946	140,129	8	124	—	
30 Nov. '63	16.9	—	1.7	3	4	197	Salem and Lowell	—	—	382,470	61,643	—	243,305	522	—	470,727	(Oper. by B.	11.7	229,724	24,454	8	110	—	
30 Nov. '63	11.1	0.6	1.1	3	10	76	Taunton Branch	—	—	250,000	—	—	250,000	—	312,186	49,555	—	—	—	—	—	—		
30 Nov. '63	6.1	—	36.5	—	—	—	Troy and Greenfield	—	—	923,942	970,300	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '63	69.8	8.0	5.5	11	18	180	Vermont and Massachusetts	—	—	3,240,070	225,650	169,938	2,860,000	558,955	—	3,635,667	77.6	151,327	390,086	122,397	2	62	—	
30 Nov. '63	166.1	17.3	126.6	78	45	1,290	Western (incl. Alb. & W.S. etc.)	—	—	10,176,144	1,095,713	5,076,949	5,627,200	6,293,520	453,041	16,348,906	218.0	1,358,514	3,451,584	1,226,658	10	147	—	
30 Nov. '63	45.7	—	9.8	10	12	143	Worcester & Nashua (par 83)	—	—	1,164,398	—	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,906	183,750	7	124	—	
NEW HAMPSHIRE.																								
31 Mar. '64	98.5	—	5.6	14	10	232	Boston, Concord and Montreal	—	—	2,850,000	—	849,233	1,800,000	1,050,000	31,216	3,196,233	63.5	—	422,829	184,871	6	122	—	
30 Nov. '63	85.6	—	8.0	18	16	246	Cheshire	—	—	2,787,442	—	180,807	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2	124	—	
31 Mar. '64	26.4	—	—	21	22	494	Concord (par 60)	—	—	1,500,000	—	171,775	1,500,000	—	1,671,776	—	—	—	151,863	81,643	8	65	—	
31 Mar. '64	26.8	—	—	21	28	458	Manchester & Lawrence	—	—	825,000	175,000	52,327	1,000,000	—	1,052,327	—	52	527,354	867,967	101,242	8	113	—	
31 Mar. '64	29.8	—	—	23	24	458	Merrimac and Conn. Rivers	—	—	808,268	—	568,585	568,000	—	—	—	—	320,644	—	—	65	104	—	
31 Mar. '64	99.2	12.0	12.5	23	12	458	Northern New Hampshire	—	—	3,068,400	—	740,396	3,068,400	151,400	254,341	3,808,690	82.2	387,789	615,728	216,973	9	110	—	
NEW JERSEY.																								
31 Dec. '63	64.2	11.0	8.1	—	—	—	Belvidere, Delaware	—	—	3,425,073	—	997,112	2,193,000	259,472	3,449,585	75.2	—	596,459	141,448	—	—	—		
31 Dec. '63	61.2	42.4	74.9	74	96	171	Camden and Amboy	—	—	9,476,563	—	4,315,144	6,342,200	10,169,472	175,000	—	124.2	6,274,657	1,702,359	10	134	—		
31 Dec. '63	60.2	—	—	—	—	—	Camden and Atlantic	—	—	1,885,														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies no cost. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.											Abstract of Balance Sheet.											Earnings.				
	Main Line.			Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.			Equipment.		Companies.			Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.			Dividends.		
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	Railroad and Appren- tices.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Mileage run by locomotives with trains.	Gross.	Net.	P. c.	Price of shares.	
31 Jan. '66	44.0	—	—	130.0	13	11	113	Allegheny Valley	2,350,723	232,046	298,573	1,948,400	614,000	313,542	4,876,342	44.0	134,201	366,277	123,892	—	16						
31 Dec. '65	887.0	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,790,588	48,060,780	450.0	2,647,709	5,811,233	2,125,200	—	88						
31 Oct. '65	65.0	2.5	4.0	21	9	4	121	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	37						
30 Sep. '65	74.0	—	5.4	13	12	106	17	Cumberland Valley	1,682,937	*	519,459	1,316,900	470,500	51,467	1,202,396	190,695	4	140,779	8	154,855	—	15					
31 Oct. '65	113.0	4.0	59.0	85	17	3,070	17	Del., Lackawanna and West'n	7,583,706	2,663,113	10,247,050	3,491,500	742,585	14,481,136	204.5	1,437,353	1,733,820	38,071	15	150							
31 Oct. '65	86.0	1.7	7.7	9	6	88	17	East Pennsylvania	1,273,765	161,589	604,400	598,400	44,988	1,247,088	37.7	161,184	380,745	201,072	—	15							
31 Dec. '65	78.0	—	10.0	15	—	—	15	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased to Nort'n Cen.	802,872	580,978	loss	5	30								
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	1,000,000	18.5	149,538	464,480	135,683	10	10							
31 Oct. '65	81.0	2.0	4.8	13	11	349	13	Erie and Pittsburg	1,696,921	477,016	664,300	1,250,000	300,000	2,214,300	460.0	490,220	199,200	—	—								
31 Oct. '65	36.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	64.0	oper. by Penn.	R.R. Co.	7	56							
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	1,809,565	500,000	100,000	2,409,565	32.0	30,875	58,829	1,196	—	—							
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	685,130	1,436,082	889,318	2,510,580	58.5	173,778	352,213	78,702	—	16							
31 Oct. '65	80.0	2.0	34.5	20	6	1,278	20	Lackawanna and Bloomsburg	3,735,613	40,714	1,425,000	2,276,725	121,409	3,723,134	170,037	63,015	60,201	—	—								
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,578	Lehigh Valley	7,604,082	2,037,628	6,632,250	1,477,000	—	8,109,56	87.5	647,080	3,049,960	1,861,630	10	66							
31 Oct. '65	28.8	5.0	8.0	—	—	—	—	Little Shuylkill	1,466,283	—	2,646,100	905,000	73,555	3,624,655	oper. by Reading	R.R. Co.	3	38	—	—							
31 Oct. '65	130.5	—	63.3	31	—	—	—	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	—	—	—	—	—							
31 Oct. '65	55.6	14.2	13.9	23	22	686	23	North Pennsylvania	5,671,184	665,004	193,031	3,150,150	8,105,735	218,86	5,629,199	69.8	318,861	876,064	412,353	38							
31 Dec. '65	34.8	141.5	5,099	352,141	5,099	—	—	Pennsylvania	28,434,310	3,875,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	539.0	6,604,300	17,459,169	4,189,111	10	55						
31 Oct. '65	17.0	3.0	22.0	18	42	119	18	Phila., German't & Norrist'n	1,139,078	283,439	—	1,476,300	1,83,000	—	1,659,300	24.0	311,691	656,739	336,376	8	62						
31 Oct. '65	287.6	—	55.0	89	38	1,116	89	Phila. and (Sunbury) Erie	17,632,766	2,082	5,619,450	18,000,000	2,000	18,071,450	4,060,000	oper. by Pe.	mn. R.R. Co.	—	—								
30 Nov. '65	93.0	69.5	233.8	254	63	7,082	23	Philadelphia and Reading	2,236,948	3,765,774	4,81,853	22,040,673	6,900,663	30,608,075	471,8	3,688,309	11,149,519	4,812,271	10	55							
31 Oct. '65	26.5	—	26.6	—	—	—	—	Philadelphia and Trenton	1,336,386	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,458	345,891	10	102							
31 Oct. '65	96.0	83.6	8.6	52	85	988	52	Phila., Wilmington and Balt.	8,363,121	744,425	1,562,695	8,913,300	516,000	452,836	10,663,425	97.0	981,465	3,884,000	1,048,804	10	55						
31 Oct. '65	59.5	114	89.5	12	11	84	84	Pittsburg and Connellsville	2,361,061	193,820	—	1,774,773	1,500,000	64,203	3,874,101	72.0	272,688	394,303	130,361	—	—						
31 Dec. '65	468.8	15.0	128.0	189	119	2,237	23	Pittsb'g, Ft. Wayne & Chicago	21,183,881	—	3,862,312	9,312,442	12,573,000	1,597,629	25,545,983	483.3	4,623,073	3,849,062	3,234,547	10	101						
31 Dec. '65	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	144,006	144,006	31,498	116,006	4	40							
31 Oct. '65	26.4	—	3.3	8	13	31	31	Westchester & Philadelphia	1,331,840	145,557	—	684,036	962,300	1,30,540	1,777,726	26.4	138,578	240,240	200,598	—	—						
31 Oct. '65	30.6	—	4.4	7	3	22	22	Tioga	8,210,200	212,788	—	437,800	320,000	26,292	790,692	30.5	112,409	303,223	128,826	4	45						
31 Aug. '66	62.0	—	4.0	—	16	18	140	RHODE ISLAND.	2,568,000	*	—	1,755,81	500,000	—	—	62.0	340,600	625,643	169,323	12	105						
31 Dec. '58	54.9	—	—	47.4	4	3	21	N. Y., Providence and Boston	801,615	84,372	250,000	706,345	195,266	197,905	1,099,538	51.9	—	—	—	—							
31 Dec. '58	109.6	—	—	—	13	9	176	Charleston and Savannah	1,719,045	*	—	1,201,000	384,000	—	109.6	—	—	283,263	151,530	6							
1 Jan. '59	143.2	21.3	—	—	—	—	—	Charlott'e and South Carolina	2,439,769	324,161	—	1,429,000	146,000	345,546	—	—	341,190	126,871	—	—							
25 Feb. '59	102.0	—	—	—	—	—	—	Greenville and Columbia	2,011,652	—	965,748	960,410	108,172	2,067,325	102.0	—	220,014	96,148	—	—							
31 Dec. '58	138.0	106.0	—	—	44	28	252	North-Eastern	8,620,883	466,408	511,266	5,819,275	3,071,000	711,297	9,198,557	242.0	413,757	186,955	—	—							
30 Sep. '59	—	—	—	—	—	—	—	TENNESSEE.	—	—	—	—	—	—	—	—	—	—	—	—							
40 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	10,187	—	—						
1859	—	30.0	—	1.8	12	10	171	East Tennessee and Georgia	3,837,367	*	—	1,289,873	202,000	200,000	—	140.0	—	315,718	187,466	—	—						
1859	—	140.0	—	8.0	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—						
30 Jun. '66	271.6	19.0	19.4	20.0	52	41	149	Memphis and Charleston	5,666,266	614,284	448,922	5,312,725	2,885,920	1,462,314	11,093,801	291.0	406,051	1,274,707	624,142	—	—						
1859	—	271.6	16.0	20.0	3.9	9	5	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	140,000	—	—	—	—	—	—	—	—					
1859	—	100.0	—	56.8	10.0	—	—	Memphis, Clarkeav., & Louisv.	2,000,000	100,500	—	2,000,000	298,721	740,000	—	—	59.4	68,870	177,266	60,029	—	—					
1859	—	59.0	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,256	554,949	519,518	—	—	47.4	64,176	83,129	44,666	—	—					
1859	—	47.4	—	2.8	4	5	5	46 Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	—	34.2	30,965	23,806	13,892	—	—					
1859	—	34.2	—	7.0	12	2	51	McMinnville and Manchester	533,807	*	—	144,894	406,000	5,000	—	—	159.0	734,118	357,384	6	—	—					
30 Nov. '65	149.7	44.0	44.0	2.8	17	17	319	Nashville and Chattanooga	8,632,852	—	2,056,544	1,781,000	—	—	—	—	—	—	—	—	—	—					
1860	—	45.8	—	4.2	11.7	5	6	32 Tennessee and Alabama	76,016	—	596,922	860,000	204,544	—	—	45.8	57,950	127,963	87,343	—	—						
1859	—	30.0	—	0.6	8.0	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	—	30.0	—	—	—	—	—	—				
—	—	32.0	—	—	158.0	—	—	Texas, (all aided by State).	—	—	—	—	—	—	—	—	32.0	—	—	—	—	—	—				
—	—	56.0	—	—	184.0	—	—	Buffalo Bayon, Braz. & Col'r do Galvest.	—	—	—	—	—	—	—	—	56.0	—	—	—	—	—	—				
1 May '60	60.0	—	50.0	1.5	75.0	2	1	Houston and Brazoria	1,250,000	*	—	276,000	240,000	171,580	—	50.0	31,300	32,670	—	—	—						
1 May '60	70.0	—	60.0	—	280.0	7	5	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	322,846	196,568	—	—						
1 May '60	59.0	—	25.0	—	—	—	—	San Antonio & Mexican Gulf.	—	—	—	—	—	—	—	25.0	—	—	—	—	—	—					
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passamai River	2,890,663	*	190,797	3,837,500	605,700	136,005	3,081,480	105.0	172,500	480,577	175,906	—	—						
31 Aug. '66	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	596,219	—	—	423,027	112,163	—								

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,910,000	7	7	---	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---	---
Berkshire (guaranteed)	800,000	7	7	---	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	61	---
Buffalo, N. Y. & Erie, (guarant'd.)	875,000	7	7	---	---
Camden & Atlantic (preferred)	620,800	7	7	15	---
Catawissa (preferred)	1,150,000	7	7	29	---
Chemung (guaranteed)	390,000	7	7	---	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	62	---
Chesire (preferred)	2,017,825	7	7	62	---
Chicago & Alton (preferred)	2,425,400	7	7	1094	---
Chicago & Northwestern (pref.)	12,994,720	7	7	71	---
Cocheco (preferred)	177,760	8	8	---	---
Ot. & Passumpsic Rivers, (pref.)	1,72,500	10	10	78	---
Cumberland Valley (1st preferred)	241,900	8	8	---	---
" (2d preferred)	243,000	8	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---	---
Dubuque & Sioux City (preferred)	1,975,363	7	7	74	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	44	---
Elmira & William-port (preferred)	600,000	7	7	75	---
Krie (preferred)	8,535,700	7	7	82	---
Hannibal & St. Joseph (preferred)	1,182,100	7	7	75	---
Harrisburg & Lancaster (guar.)	1,180,000	8	8	104	---
Housatonic (preferred)	407,900	8	8	---	---
Indianapolis & Madison (pref.)	372,000	6	6	---	---
Kennebec & Portland (preferred)	500,000	7	7	---	---
Lakewanna & Bloomsburg (pref.)	6,205,475	7	7	39	---
Marietta & Cincinnati (1st pref.)	3,819,772	7	7	20	---
" (2d pref.)	1,088,700	10	10	140	---
Michigan S. & N., Indiana (guar.)	8,082,000	8	8	1004	---
" (2d pref.)	1,014,000	7	7	90	---
Milwaukee & St. Paul (preferred)	2,400,000	7	7	68	---
New Haven & Northampton (guar.)	1,010,000	7	7	4	---
New York & Harlem (preferred)	1,500,000	8	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---	---
Paterson & Hudson (guaranteed)	630,000	8	8	---	---
Paterson & Ramapo (guaranteed)	248,000	5	5	---	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94	---
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---	---
Rutland & Burlington (preferred)	382,700	8	8	---	---
" (preferred)	608,176	6	6	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	70	---
Toledo & Wabash (preferred)	984,700	7	7	75	---
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	7	102	---
Troy & Greenbush (guaranteed)	908,422	7	7	---	---
Vermont & Canada, (guaranteed)	274,400	6	6	48	---
Warren (guaranteed)	1,600,000	8	8	102	---
White Mountains (guaranteed)	140,300	7	7	---	---
Wrightav., Y. & Gettysburg (guar.)	200,000	5	5	---	---
	317,050	2	2	---	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS :	\$	\$	\$	\$
Chesapeake and Delaware	100	1,343,563	6	95
Chesapeake and Ohio	100	8,224,595	6	57
Delaware Division	100	1,633,350	6	57
Delaware and Hudson	100	10,000,000	10	156
Delaware and Raritan	100	2,298,400	10	156
Erie of Pennsylvania	50	64,000	6	---
Illinois and Michigan	50	6,091,700	10	60
Lehigh Navigation	50	2,240,207	10	60
Monongahela Navigation	50	728,800	3	---
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,176,000	10	123
North Branch	100	---	6	---
Sault Ste Marie	100	---	6	---
Schuykill Navigation (consolid.)	50	1,008,207	27	27
" (preferred)	50	2,938,988	35	35
Susquehanna and Tide Water	50	2,048,260	16	16
Union	50	2,787,000	2	44
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to 2240 lbs.

IRON—DUTY : Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb; Pig, 90 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1—(cash) per ton 53 @ 55

Pig, American, No. 1—(cash) 50 @ 51

Bar, Refined, English—56 @ 105

Bar, Swedes, assorted sizes (in gold) 95 @ 100

STORE PRICES.

Bar, Swedes, assorted sizes 170

Bar, English & American, Refined 117 60

Bar, English & American, common 107 50

Scroll, English 147 50 @ 297 50

Oval and Half round 142 50 @ 152 50

Band, English 147 50 @ 147 50

Horse Shoe 142 50 @ 152 50

Hoof, English 122 50 @ 17 50

Nail Rod 152 50 @ 217 50

Shee, Russia per lb. 10 @ 11

Sheet, English, Single, Double and Treble 48 @ 8

Rails, English (gold) per ton 55 @ 60

Rails, American 85 @ 90

STEEL—DUTY : Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 19 per cent. ad. val.

English, Cast—(1st & 2d q'ty.) per lb. 18 1/2 @ 24

English Spring—(1st & 2d q'ty.) 11 1/2 @ 13

English Blister—(1st & 2d q'ty.) 12 1/2 @ 20

English Machinery—14 @ 16

German 15 1/2 @ 17 1/2

American, Blister 11 1/2 @ 17

American, Cast, Hammered 19 @ 20

American, Cast, Rolled 12 @ 15

American Spring 15 @ 16

American Machinery 13 @ 14

COPPER—DUTY : Pig, Bar and Ingots, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 18 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New—(suits) per lb. 43 @ 48

Sheathing, Yellow 43 @ 48

Pl. Chile 43 @ 48

Bolts 43 @ 48

Braziers 43 @ 48

American Ingot—(cash) 27 @ 28

LEAD—DUTY : Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. 12 @ 13

Spanish 6 75 @ 6

German Refined 6 75 @ 7

English 6 75 @ 7 12 1/2

Bar per lb. 10 75 @ 11 25

Pipe and Sheet 10 75 @ 11 25

TIN—DUTY : Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Plates, L.C. Charcoal, p. box 9 50 @ 10 25 14 25 @ 15

Plates, L.C. Coke 7 @ 9 25 10 25 @ 13 75

Plates, Coke Terne 7 25 @ 10 75 @ 11

Plates, Charcoal Terne 9 50 @ 10 14 25 @ 15

NAILS—DUTY : Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash) 6 75 @ 7 25

Cut, 4d @ 60d—(cash) per 100 lb. 6 75 @ 7 25

Clinch—(cash) 8 50

Copper 50

Ausable Horse, Norway Iron, Forged 32 @ 33

Zinc Nails—(6 mos.) 20 @ 20

PETROLEUM—DUTY : Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40 @ 47 gravity 22 @ 22

Regned, free L. S. to White 51 1/2 @ 52

Ref'd, in bond, prime L. S. to White 34 @ 35

Ref'd, in bond, Standard White 38 @ 38

Naphtha, Refined (60 @ 68 gravity) 24 @ 25

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	Th 15	F. 16	Sat. 17	M 19	Tu 20	W. 21
Atlantic M. S. S. Co....	109 1/2	101	102	105	112	114
At. & G. W. (O) 1st m't.	52	50	50	50	50	50
Buffalo, N. Y. & E., 1M.	99	99	99	99	99	99
California 7s....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Canton Co....	53	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Central Am. Transit....	108	107	107	107	107	107
Chicago & Alton....	113	113	113	113	113	113
" " 1 M.	89	89	89	89	89	89
" " S. F.	84	84	84	84	84	84
" " Inc. b'ds....	84	84	84	84	84	84
Chicago, Bur. & Q.	131	131	131	131	131	131
Ohio, & Northwestn....	52 1/2	52	52	52	52	52
" " prof.	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
" " 1st M.	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
" " 2d M.	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
" " " S. F.	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
" " 3 M. 7 p. c. '88....	90	90	90	90	90	90
" " 4 M. 7 p. c. '88....	94	94	94	94	94	94
" " 5 M. 7 p. c. '88....	98	98	98	98	98	98
Hudson River....	124	124	124	124	124	124
" " scrip....	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
" " 1 M. 7 p. c. '69....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
" " 2 M. S. F.	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
" " 3 M. 7 p. c. '75....	88	88	88	88	88	88
" " conv. bonds....	90	90	90	90	90	90
Illinois Central....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
" " Can. bd. sc.	119	119	119	119	119	119
" " bonds....	101	101	101	101	101	101
Marietta & Clin. 1st pref....	40	40	40	40	40	40
" " " 2d"	40	40	40	40	40	40
" " 1st mort.	13	13	13	13	13	13
Mariposa Mining Co....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Michigan Central....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
" " S. F. '82....	82	82	82	82	82	82
" " conv. S. F. '69....	90	90	90	90	90	90
M. S. and N. I.	85	85	85	85	85	85
" " " guard.	87	87	87	87	87	87
" " 1 M. S. F						

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

Th. 15. F. 16 Sat. 17. M. 19. Tu. 20. W. 21

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	100	100	100	100	100
U. S. 5s, 1871, coup.	100	100	100	100	100
U. S. 5s, 1874, reg.	112	112	112	112	112
U. S. 5s, 1874, coup.	113	113	113	113	113
U. S. 5s, 1865, coup.	113	113	113	113	113
U. S. 5s, 10-40s, coup. 100	100	100	100	100	100
U. S. 5s, 10-40s, reg. 100	100	100	100	100	100
U. S. 5s, 1881, reg.	112	112	112	112	112
U. S. 5s, 1881, coup.	113	113	113	113	113
U. S. 5s, '81, O. W. L. Y. 108	113	113	113	113	113
U. S. 5s, 1881, " 14.	113	113	113	113	113
U. S. 5s, 1867, reg.	107	107	107	107	107
U. S. 5s, 1868, reg.	107	107	107	107	107
U. S. 5s, 1868, coup.	107	107	107	107	107
U. S. 5s, 5-20s, c. 1862. 110	108	108	108	108	108
U. S. 5s, 5-20s, c. 1864. 107	107	107	107	107	107
U. S. 5s, 5-20s, c. 1865. 107	107	107	107	107	107
U. S. 5s, " reg.	107	107	107	107	107
730 Notes, 1st series. 107	106	106	106	106	106
" " 2d series. 105	105	105	105	105	105
" " 3d series. 105	105	105	105	105	105
American Gold	105	105	105	105	105

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

W. 14 Th. 15 F. 16 Sat. 17. M. 19. Tu. 20

Cattawissa					
" preferred	28	28	28	28	28
Camden & Amboy	186	135	134	134	134
" " 6s, '67.	100				
" " 6s, '70.					
" " 6s, '75.					
" " 6s, '82.		93	93	93	93
" " 6s, '89.					
" mort. 6s, '89.					
Cheas. & Del. Canal 6s '86		95			
Del. Div. Canal		57		57	
Elmira & W'rnport					
" " " pref.					
" " " 7s.		100			
Lehigh Navigation	59	60	60	60	60
" " 6s, '84.	124	93	93	93	93
Lehigh Valley R. R.	67		66		
" " 6s.		97			
Little Schuylkill R. R.					
" " 7s.	96	93	93	93	93
Long Island					
" " 6s.					
Minehill		59			
Morris Canal		85	85		
" " pref.					
" " 6s, '76.					
North Pennsylvania	39				
" " 6s.					
" " 10s.					
Northern Central	49	50	50	49	49
Pennsylvania R. R.	55	55	55	54	55
" " 1st m. 102		102	102		
" " 2d m.		98	98		
Penn. State, 5s				96	
" " 5s, coupon.					
" " 6s. W. L. 103		103			
Philadelphia City, 6s	99	99	99	99	99
" " new 102	102	102	102	102	102
" " " munie.			102		
Philad. Germ. & Nor.		62		62	
Philad. & Reading	67	57	56	58	57
" " 6s, '86.					
" " 6s, '70.					
Philadelphia & Erie	32	32		32	32
" " 6s.					
Philad. & Sunbury, 7s.					
Schuylkill Navigation	27				
" " " pref.	36		36	35	
" " 6s, '82.	84				
" " 6s, '76.		76			
" " 6s, '72.			92		
Susq. Canal	15				
" " 6s, '78.	67	67	67	67	67
Union Canal, pref.					
" " 6s, '83.					
West Br. Canal 6s, '78.					
Wyoming Valley Canal		56			
" " bonds.					
Hentonville, (Horse) 14	14	14	14		
Chestnut & Wal.				54	
Green & Coates,			32		
2d and 3d streets,					
Spruce & Pine,					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

W. 14 Th. 15 F. 16 Sat. 17. M. 19. Tu. 20

Baltimore City 6s, 1875.	97	97	97	97	97
" " 1886. 98					
" " 1870.					
" " 1890. 99	98	98	98	98	98
Balt. and Ohio	115	116	114	114	
" " bds. '62.					
" " '67.					
" " '75.	99				
" " '80.					
" " '85.	99				
Northern Central.					
" " bds. '85.			88		
" " '93.					
City Passenger R. R.					

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

Th. 15. F. 16 Sat. 17. M. 19. Tu. 20. W. 21

Boston and Lowell				132	131
Boston and Maine			142		
Boston and Providence				146	
Boston and Worcester		60	61	62	
Cheshire, pref.					
Concord					
Connecticut River	111				
Eastern, Mass.	111	112			
Eastern, N. H.					
Fitchburg	114	113	113	115	
Manchester & Lawrence	114	114	113		
Michigan Central		112			
Northern, N. H.					
Old Colony & Newport	105	105	104	104	
Ph. Wil. & Baltimore	56	56	56	56	
Portl'd, Saco & Port.		103		104	
Vermont & Canada	160				
Vermont & Mass.	63	63	63	62	
Western	146	146	147		
Broadway (Horse)					
Cambridge					
Metropolitan	58	57	57	57	
Middlesex					
Central Mining Co.					
Copper Falls	44	43	43	42	
Franklin	48	47	45	46	
Huron	39		40		
Isle Royale					
National					
Minnesota	16	15	14		
Pittsburgh	20	20	20	20	
Quincy	45	45	44	44	
Rockland	6		6	6	

London Stock Exchange.

The following were the closing prices for American Securities on the 2d of November.

United States 5-20 yrs., 1882, 6 per cent.	68	@ 69
Virginia State, 5 per cent.	49	@ 51
Do. 6 per cent.	43	@ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	68	@ 72
Do. do., 2d mort., 1881	68	@ 70
Do. Pennsylvania, 1st mort., 1877	69	@ 71
Do. do., 2d mort., 1882	66	@ 68
Do., consolidated mortgage bonds, 1890	40	@ 41
Erie shares, \$100 (all paid), 8 p. c.	51	@ 52
Do., convertible bonds, 6 p. c.	68	@ 68
Illinois Central 6 per cent., 1875	79	@ 81
Marietta and Cincinnati R. R. bonds, 7 p. c.	68	@ 70
New York Central, \$100 shares		@
Panama Railroad, 2d mort., 1872, 7 p. c.	100	@ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80	@ 85
Do. \$50 shares	32	@ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74	@ 76
Do., with option to be paid in Philadelphia		@

The following were the closing prices for American Securities on the 2d of November.

Money has been advanced one per cent., since our last, by the leading banks, and capitalists, not so much because of any material falling off in the available supply, or increase in the demand, but because of an unwillingness on the part of lenders to continue to grant accommodation to speculative operators in stocks and merchandise, unless at more remunerative rates than those which have been current here for many months past. To aid in the establishment of the advance in the price of money, all sorts of rumors of impending disturbance and stringency in the market have been industriously circulated; but their utter falsity is demonstrated by the abundance of capital at the new rates, which is unquestionably as marked, as when reports of ease and steadiness were the rule. Every really first class Stock firm finds it sufficiently easy to negotiate loans at the new rates on call, 6@7 per cent. to the best houses. The large dealers in Government securities have more ample means furnished them generally at 5 per cent. than they can advantageously employ, and this is another significant indication of liberal amount of capital available to responsible borrowers. The city banks, last

week, increased their specie reserve \$2,365,733, and their circulation, \$264,562. The last \$4,432,

817 of their deposits and \$5,392,184 of their legal reserve. They reduced their loans, \$2,359,898. Their loss in the deposit line is due mainly to the transfers of Government deposits from the interior National banks to the New York Sub-Treasury, (which have to be made through our local banks, thus reducing the country bank balances,) and in these settlements the clearing-house certificates had to be used to a certain extent, because of the scarcity of National bank and legal tender notes. Probably four or five millions of the Clearing House certificates were presented by the banks, during the week, for redemption at the Sub-Treasury. About fifteen or sixteen millions more of these Treasury obligations are still held by the banks. The Government, in preparing for their prompt redemption, has been negotiating for the sale of bonds and gold, and has been successful to the full extent of its requirements, which were comparatively moderate, though, during the progress of the negotiations, the most grossly exaggerated rumors were current, leading to unnecessary distrust and reserve, in legitimate business circles, and to a temporary break-down in the stock produce, and merchandise values from which there has since been only a partial and tardy recovery. Caution on the part of lenders is to be commended, but this is not irreconcilable with a just appreciation of the prime importance of a wise confidence in financial and commercial values, and of the peril involved in any line of conduct that would be likely to bring about a sudden revulsion. The city bank deposits are now \$221,892,500, against \$173,640,464 same time last year. Their legal tender reserve amounts to \$66,120,361, against \$47,737,560 same time last year. Their circulation now stands at \$31,233,502, against \$14,333,168 same time last year. The loans are now \$273,838,390, against \$271,790,435 two weeks since, \$279,135,796 four weeks ago, and \$224,741,853 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$140,429,216 a day, against a daily average of \$129,436,056 the preceding week; and \$126,972,408 the week ending with Nov. 3. The current week's exchanges average about \$136,000,000 a day. The average of lawful money held by the Banks to their immediate liabilities for deposits and circulation is 32 $\frac{1}{4}$ per cent. on the present return as against 32 $\frac{3}{4}$ per cent. last Monday and 33 per cent. the Monday before.

National Bank notes to the amount of \$978,955, were issued last week, making the total issue to 1,662 banks thus far \$297,065,059, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$840,291,400; and for the public deposits, \$39,423,950—making a total of \$879,715,350. The Treasury Department, last week, redeemed and destroyed \$422,634 of worn and mutilated fractional currency, and issued \$477,677 worth of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 17, were \$21,195,695, including \$1,964,529 from customs duties; payments, \$16,605,488; balance at the close of the week, \$96,367,977, against \$91,807,769 at the close of the preceding

week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, \$7,314,868, and payments, \$7,677,076. Tuesday, receipts, \$2,254,648 and payments, \$1,631,252. The balance at the close of business on Tuesday stood at \$96,629,159 against \$96,148,136 a week ago. The balance in the U. S. Sub-Treasury, Boston, at the close of last week, was \$12,499,140, showing an increase of \$27,484, as compared with the close of the previous week.

Government revenues have been up to a fair average, during the week. Excises yielded, \$4,054,876, against \$4,768,645 the preceding week; customs at the port of New York, \$1,964,529, and at the outports, at least \$660,000 (in coin) more, making the grand total income for the week equal to about \$8,574,000 in currency, against disbursements of only \$1,575,763 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$141,000,000, or equal to an average of nearly seven millions a week. It is still quite confidently anticipated the excises will yield considerably over \$300,000,000 to the Government, in the current fiscal year, and that full five hundred millions of revenue will be realized from all sources, during the year, which will end with June 30, 1867. Of these receipts thus far, Secretary McCulloch has been able to apply an average of \$25,000,000 per month since the 1st July (or \$102,000,000 in four months) to the reduction of the principal of the public debt, and we see no reason to doubt that the process of reduction will continue month by month to the 30th June next, though perhaps at a reduced average per month. We feel assured that neither Congress nor the Administration will do anything nor attempt anything to impair the revenues or the ability of the country to pay them, by rash or equivocal measures relating to the tariff, the tax laws or the currency.

Government received \$4,598,489 from customs duties, at the port of New Orleans during the fiscal year ending June 30, 1866.

Gold has fallen from 143½, at the opening to 140 at the close of the week, under a pressure to realize, in view of the liberal receipts from California, and equally liberal disbursements from the Treasury, together with the increasing export demand for American stocks and produce, which lessens the chances of an outflow of specie at an early day. Some sales of coin were represented as having been made a few days since on Government account, which also tended to lower the premium. On the declining market, there were some heavy *short* contracts put out, the covering of which may eventually lead to a fresh temporary rally in the price. The recent severe fall has had the effect of crippling one or two of the more conspicuous *bull* firms. The suspension of one of these, on contracts amounting to about four millions, was reported on Wednesday. The report had a depressing influence on the market. The total imports of specie from Europe, and other ports since January 1, have been \$9,095,798. The customs demand for Gold last week, averaged \$827,421 a day; thus far, this week, it has been equal to \$815,000 a day, or equal to a weekly aggregate of \$1,890,000. The arrivals of specie from Europe, Havana and other foreign ports,

last week, reached \$77,216, and from California, \$1,121,394. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$121,514,833, against \$91,067,718 same time last year. The total receipts of California gold at this port since Jan. 1, have been \$38,297,847, against \$17,456,355 same time last year, showing an increase, in 1866, of \$20,840,992. The exports of specie from this port, last week, were \$526,385, making the total outflow of specie from the port, since Jan. 1, \$57,150,012, against \$26,495,183 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, \$1,643,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, \$45,664,710, against \$36,099,040 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 19, reached \$37,286,939, against \$36,816,896 same time last year.

Foreign exchange has been in more liberal supply and rather better request, the demand having been stimulated by the severe fall in gold, from which a reaction is apprehended by the importing interest. There has been a considerable amount of exchange made against exports of U. S. 5-20 Bonds, which continue in good demand for foreign account. Bankers' 60 day bills on London closed at 108½@109, and on Paris to 5.23½@5.16½; sight bills on London to 109½@109½; and on Paris to 5.16½@5.13½. The offerings of produce bills are more extensive, this week. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$4,119,158, against \$6,415,556 same week last year. The exports since January 1, have been to the value of \$168,436,426, against \$151,942,898 same time last year.

Government securities have been in active investment demand. The coin bearing bonds have declined in price, in response to the fall in gold. The offerings at the reduced prices, however, are quite moderate, especially of the Sixes of 1881, and the Five-twentieths of 1862, which latter are particularly scarce, for immediate delivery. The temporary depression in the gold bonds has adversely affected the currency interest bearing notes, which are also quoted off in price, with a less urgent inquiry for them. U. S. sixes of 1867 closed on Wednesday at 134; U. S. sixes of 1868, at 132½; U. S. sixes of 1881 113½; U. S. Five-twentieths of 1862 at 108½@108½, ex-coupon; U. S. Five-twentieths of 1865 at 106½@106½; U. S. Five-twentieths of 1865, consolidated, 108½@108½; U. S. Ten-forties at 100½@100½, and U. S. Seven-thirties at 105½@106½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....	115½	May, 1865	111½
July, 1864.....	114½	August, 1865.....	110½
August, 1864....	114½	September, 1865.....	109½
October, 1864....	113½	October, 1865.....	109
December, 1864....	112½		

Railway and miscellaneous share property was very seriously depressed in price, by extensive realizations, on speculative account, in the forepart of the week. This depression was brought about by apprehensions of a decidedly adverse money market, which fears those in interest did their utmost to augment. The past two or three

days have witnessed a very moderate volume of transactions on a hesitating and irregular market, though there are indications that the worst has been seen for the present at least. Money cannot long remain dear here, without bringing a fresh supply from most other quarters of the country, especially such as are in debt to our merchants. There is at present no outflow of currency from this point, while from Boston, Philadelphia, and other important points, remittances are already being made hither. This addition to the stock of capital nowhere available for speculative purposes, will tend to check the downward course of the Stock Market, and probably lead to new combinations for a fresh rise from the starting point of the prevailing comparatively low prices of really desirable securities. The closing operations were mostly on a weak and *bearish* market, the complexion of which may be changed at any moment.

Produce and merchandise have been less freely dealt in, since our last, though buyers have had any existing advantage. There has been less speculative activity in breadstuffs and provisions, which are generally cheaper. Toward the close there was a partial revival in the demand, including some export inquiry for breadstuffs, particularly wheat, corn and barley. Cotton opened very heavily at declining prices, but has since rallied 2@3 cents per lb., from the lowest point touched, on an improved demand, partly from shippers. Middling grades closing buoyantly at 34½@36½ per lb. The stock of cotton now here is estimated at about 130,000 bales. The receipts at the port this week, have averaged over 6,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 159,700 bales, against exports of 57,104 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 283,188 bales against 509,085 bales same time last year; exports, 208,876 bales, against 253,884 bales same time last year, estimated stock at latest dates, 310,000 bales, against 345,000 bales same time last year. In foreign merchandise transactions have been on a very limited scale at generally reduced and declining prices, the turn of the market, especially for dry goods, being decidedly against importers. The total imports of foreign dry goods, last week, were \$1,377,716, and the total amount marketed \$1,357,770. The value of foreign merchandise imported last week, was \$2,510,723—making the grand total specie value of last week's imports of dry goods and merchandise, \$3,888,439, and since January 1, \$268,606,099, against \$177,797,750 same time last year. The freight market is moderately active and steady with 561 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 6.	Nov. 13.	Nov. 20.
Consols.....	—@89½	89½	90½
U. S. 5-20's.....	—@68½	69½	70½
Erie.....	—@50½	51½	50
Ill. Central.....	—@76½	78	78

The New York exports, exclusive of specie, for the week ending Nov. 20, and since the beginning of the year, compare as follows:

	1866.	1866.
For the week.....	\$6,415,566	\$4,119,158
Prev. reported.....	145,527,832	164,817,268
Since January 1.....	\$151,942,898	\$168,436,426

The New York imports for the week compare as follows:

1865.	1866.
Dry goods	\$2,771,802
Gen. merchandise	3,402,858
Total for the week.....	\$6,774,055
Prev. reported.....	171,623,095
	264,614,660

Since January 1..... \$177,797,750 \$268,503,099

The balance in the Sub-Treasury on Wednesday was \$100,276,410 09.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 100; do., 1875, 100; do., 1870, 100; Connecticut 6s, 99½; N. Y. State 7s, Bounty Loan, reg., 107½; do., 6s, 1874, 99½; Indiana War Loan, 95; Chicago and Great Eastern, 84½; do., 1st mort., 72; Chicago and Milwaukee 1st mort., 98; Chicago, Rock Island and Pacific 7s, 94; Great Western 2d mort., 1898, 72; Morris and Essex 1st mort., 96½; Marietta and Cincinnati 1st mort., 86; Indianapolis and Cincinnati R. R., 84; Hannibal and St. Joseph, pref., 75½; New York and New Haven, 117; New Jersey Central, 130; Wilkesbarre Coal, 87; Central Coal, 54; Ashburton Coal, 17; Spring Mt. Coal, 73; Consol. Maryland Coal, 35; Butler Coal, 20; Spruce Hill, 4; Pennsylvania Coal, 150; Rutland Marble, 23; Adams' Exp., 80; American Express, 80; Boston Water Power Co., 28½; Mariposa pref., 24½; Western Union Tel., 44½; do., Russian Extension, 96¾; Bank State of New York, 110; Gallatin National Bank, 109; Bank of Commonwealth, 111; Continental Bank, 103½; Central Bank, 112; Am. Ex. Bank, 114; Metropolitan Bank, 130; Shoe and Leather Bank, 115; 4th National Bank, 109; Merchants' Bank, 120; Hanover Bank, 110; Importers' and Traders' Bank, 115½; Alpine Gold, 1.15; American Flag, 2.25; Bullion Consol., 3.50; Burroughs, 0.41; Benton, 1.50; Boscobel Silver, 1.25; Bates and Baxter, 2.60; Crozier, 0.50; Consol. Gregory, 12.50; Croydon, 5.50; Columbian Gold and Silver, 1.10; Charter Oak Copper, 1.00; Downieville, 0.17; Davidson Copper, 1.25; Dutchess Co. Iron Works, 3.00; Echla, 3.14; First National, 4.00; Fall River, 0.80; Gilpin, 3.00; Gunnell, 0.35; Gold Hill, 4.70; Hibbard G. and C., 0.98; Holman, 0.30; Hope, 1.25; Iron Tank, Storage, 63¾; Kipp and Buell, 1.40; Keystone Silver, 0.10; La Crosse, 1.30; Long Island Peat, 3.85; Liberty, 0.20; Montana, 0.30; Montauk, 0.77; Nye, 0.15; New York, 1.90; Oak Hill, 1.10; Ohio and Col. G. and S., 42; Ophir, 6.00; People's G. and S., 2.25; Quartz Hill, 5.00; Russell File, 5.00; Rocky Mountain, 3.00; Smith and Parmalee, 8.60; Tudor Lead, 2.65; Vanderburg, 0.76; Wallace Nickel, 3.15; Walkill Lead, 85; Excelsior Oil, 0.30; Bennehoff Run, 5.25; United States, 5.15; Bergen C. and O., 0.40.

Philadelphia.—Warren and Franklin 7s, 84; Belvidere Delaware bonds, 85; Huntingdon and Broad Top 1st mort. 7s, 86½; Connecting R. R. bonds, 63½; Westchester 7s, 98½; New Jersey 6s, 101; Chester Valley, 2½; Allegheny Valley R. R., 16; Germantown Passenger, 32½; Camden and Amboy scrip., 61; West Branch Canal, 25; St. Nicholas Coal, 1½; Locust Mt., 42½; Big Mt., 4½; Keystone Zinc, 1; Commercial Bank, 57; Girard Bank, 58; Union Bank, 60; Mechanics

Bank, 82½; Farmers' and Mech. Bank, 134; 1st National Bank, 141; Feeder Dam Oil, 3½; Hyde Farm, ½; Dalzell, ½; Ocean, 4½; McKean, 5; Egbert, ½. The latest quotations are: City 6s, 99½@99½; do., new, 102½@102½; State 5s, 96½@97½; do., coupon, 97@98; do., 6s, W. L., 104@105; Phila. Wil. and Balt., 56½; Reading, 56½@56½; do., 6s, 1870, 95@96; do., bonds, 93@95; do., con., 112@117; Camden and Amboy, 131@132; Penn. R. R., 54½@55; do., 1st mort., 102½@108; do., 2d mort., 97½@98; Little Schuylkill R. R., 35@37; Morris Canal, 85½@86; do., pref., 122@125; do., bonds, 91@95; Wyoming Valley Canal, 55@55½; do., 6s, 86@90; Susquehanna Canal, 14½@15; do., 6s, 66@67; Sch. Nav., 26½@27; do., pref., 35½@36; do., 6s, 1882, 84½@85; Union Canal bonds, 22@23; Delaware Div. Canal, 57½@57½; do., bonds, 90@95; Elmira and Williamsport, 28½@30; do., pref., 42@43; do., 7s, 1873, 99@100; do., 6s, 67@70; Lehigh Coal and Navigation, 59@59½; do., bonds, 1884, 93@93½; North Pennsylvania, 37@38; do., 6s, 92½@93; Philadelphia and Erie, 31½@32; do., 6s, 92½@93; Minehill, 58½@59; Catawissa, —@—; do., pref., 28½@28½; Lehigh Valley, 66½@67; do., bonds, 96@97½; Fifth and Sixth streets, (horse,) 48@49; Second and Third, 90@91; West Philadelphia, 74@75; Spruce and Pine, 35@35; Green and Coates, 25@29; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 19@20½; Girard College, 24@29; Tenth and Eleventh, 60@70; Union, 40@41; Hentonville, 14@14½.

Boston.—Vermont Central 1st mort., 119; do., 2d mort., 39; Vermont Central and Vermont and Canada Chattel 8s, 103; Boston and Lowell 6s, 1879, 100; Rutland and Burlington 1st mort., 123; Ogdensburg 1st mort., 101½; do., 2d mort., 74; Eastern R. R. 6s, 1874, 98; South Shore R. R. 6s, 95; Old Colony and Newport 6s, 1869, 98½; do., 1875, 98½; Cheshire R. R. 6s, 1875@1880, 95½; Boston, Concord and Montreal 6s, 96½; Ogdensburg and Lake Champlain R. R., 76; Boston, Hartford and Erie, 14; do., 7s, 48; Sandusky, Dayton and Cincinnati, old stock, 18½; do., 6s, 1900, 76; Granite Railway, 51; Boston Water Power Co., 31; Waverly Land, 25½; Cary Imp. Co., 14; Essex Land, 106½; Adams Exp. Co., 76; South Boston Gas, 108½; East Boston Gas, 28; Cambridge Gas, 100½; Short Mt. Coal, 16; Mt. Pleasant Coal, 24; Belmont Coal, 2.50; Roaring Brook Coal, 48; Breton Coal, 1.75; Lackawanna Coal, 6; Summit Branch Coal, 9½; Portland 6s, 1870@1877, 97½; Augusta 6s, 100; Chicago 7s, municipal, 99½; do., Water Loan, 100; St. Louis 6s, 1871, 94; Roxbury 5s, 1894, 90½; Albany 6s, 1876, municipal 99½; Boston 5s, 1867, gold, 135½; do., 1869, 118; do., 1878, 103; do., 6s, 1868, gold, 131½; Bath 6s, 1891, 96½; Hartford 6s, 1879, W. L., 99; Maine 6, 1871, 100; Vermont 6s, 100; Massachusetts 6s, 1875, gold, 113; do., 1881, 110; do., 5s, 1894, 100½; Rhode Island 6s, 1883, 100; New Hampshire 6s, 1868, 100; Crescent Oil, 0.10; Massachusetts and Oil Creek, 0.18; Pittsburg and Boston, 0.10; Fuller Farm, 0.08; Maume, 0.50; Great Basin, 0.08; Indian Spring, 0.25; Central Petroleum, 1.75; Pepper Well Pet., 1.00; Montezuma Gold, 1.60; Peck Gold, 0.25; Eagle Gold, 0.90; Tudor Lead, 2.65; Saba Sulphur, 90; Wallace Nickle, 3.10; Massachusetts Bank, 115; Atlantic Bank, 121; Merchants' Bank,

119; Maverick Bank, 102; Bank of North America, 107; Suffolk Bank, 116½; Washington Bank, 123½; Old Boston Bank, 66½; Hide and Leather Bank, 142½; Union Bank, 128½; Market Bank, 109½; Tremont Bank, 118½; Everett Bank, 102; Traders' Bank, 102; Pawners' Bank, 101; Blackstone Bank, 127½; Fann Hall Bank, 127; Bank of Commerce, 119; Eliot Bank, 120; Mt. Vernon Bank, 118; Bay State Mining Co., 11½; Canada, 70c.; Concord, 4½; Dana, 2½; Eagle River, 5; Hancock, 17; Humboldt, 3; Manhattan, 2½; Madison, 2½; Petherick, 4½; Seneca, 5; St. Clair, 8½; Superior, 3; St. Mary's, 1½.

Baltimore.—Virginia bonds reg., 39½; Parkersburg Branch of Balt. and Ohio R. R. 16½; Western Maryland bonds, 75; Central Ohio 1st mort., 80; Marietta and Cincinnati 1st mort., 86½; Liberty Copper, 1.25; Bare Hill, 0.75; Gardner Hill, 0.60; Balt. and Cuba M. and S. Co., Union Bank, 64; Franklin Bank, 18; 3d National Bank, 101. The latest quotations are: Balt. and Ohio, 118½@114; do., 6s, 1867, 100@100½; do., 1875, 98½@100; do., 1880, 98½@99; do., 1885, 97½@98½; Northern Central, 49½@49½; do., bonds, 1885, 87½@88½; N. W. Va. 1st mort., 1873, 95@96½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87@88; Central Ohio, 22½@22½; do., 1st mort., 89@90; Western Md. bonds, 75@57; do., guar., 96@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 97@98; do., 1873, 95@97; do., 1875, 97@98½; do., 1886, 97½@98½; do., 1890, 98@98½; do., coupon, 100@100; Park, do., 97½@98; do., 1892, 98@99; do., 5s, 1888-70, 83@83; City Passenger R. R., 18@18½; Canton Co., —@50; Gardner, 0.60@0.65; Am. Gas Coal, 0.95@0.95; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 2@7; Balt. Chrome, 0.35@0.45; Bare Hill, 0.60@0.85; Atlantic Coal, 0.70@0.80; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

Vermont Central Railroad.

At a meeting of the first mortgage bondholders of the Vermont Central Railroad, held in Boston on the 14th inst., the project of placing the road again in the hands of a corporation was referred to the board of Trustees, and the advisory committee consisting of Joseph Andrews and J. M. Pinkerton, who were instructed to report at the next annual meeting on the second Wednesday in November, 1867. The annual report of the board of Trustees showed that the earnings of the road for the past year ending June 1st, were \$1,657,427, an increase of \$243,447 over other years. The expenditures were \$1,362,387. The amount of stock on hand is \$428,000—an increase of \$254,000 during the year. The net earnings of the road cover all claims and secure a sinking fund of \$100,000, and the earnings of the last five months have been about \$780,000. At a subsequent meeting of the second mortgage bondholders, at which \$1,200,000 worth of bonds were represented, R. T. Taylor was chosen a member of the advisory committee.

The branch of the Boston, Hartford and Erie Railroad, which was under construction between Webster and Southbridge, Mass., has been completed.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Nov. 10th, 1866, were \$155,466 00
Corresponding week of previous year 150,087 00

Increase \$5,429 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Nov., 1866 \$26,100 00
Corresponding week previous year 26,628 00

Decrease \$528 70

The earnings of the Western Union Railroad for the week ending Nov. 14, 1866 \$18,910 81
Corresponding week previous year 14,521 57

Increase \$4,389 24

The earnings of the Chicago and Great Eastern Railway for 2d week in Nov. were \$32,240 67
Same period last year 26,482 55

Increase in 1866 \$5,758 12

The earnings of the Chicago and Northwestern Railway for the second week in Nov., 1866, were \$252,216 00
Corresponding week of previous year 199,908 00

Increase \$53,113 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Nov., 1866, were \$88,185 00
Corresponding week of previous year 78,525 00

Increase \$4,660 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Nov. 1866, were \$102,927 00
Corresponding week of 1865 118,532 00

Decrease \$10,605 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Nov. 8th, 1866, were \$39,961 00
Corresponding week of 1865 42,106 00

Decrease \$2,145 00

The earnings of the Michigan Central Railroad for the 2d week in Nov., 1866, were \$94,046 05
Corresponding week of previous year 104,136 58

Decrease \$10,090 53

Railroad Earnings--Monthly.

The receipts of the Des Moines Valley Railroad in October, 1866, were \$80,588 25
October, 1865 50,699 29

Increase \$29,888 96

The earnings of the Cleveland and Pittsburg Railroad for the month of Oct., 1866, were:

From freight \$167,911 57
" passengers 65,477 10
" miscellaneous 15,700 00

\$239,088 67

Oct., 1865:
Freight, passengers, etc 223,846 39

Increase \$15,242 28

The earnings of the McGregor Western Railway for Sept., 1866, were \$31,641 00
Same time in 1865 39,118 00

Decrease \$7,477 00

¶ The people of Niles, Berrian Co., Mich., have raised by subscription, the sum of \$100,000 with which to grade and tie the "Grand Trunk Railroad of Michigan" across the seventeen miles of Berrian County. The line is projected to run from Ridgeway, near Port Huron, opposite Sarnia

(the terminus of the Grand Trunk Railway of Canada), via Pontiac, Jackson and Niles, to the head of Lake Michigan, and thence to Chicago.

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANY FOR ACTS OF ITS OFFICERS.

The question of the liability of a railroad company for the acts of its officers arose in the case of *Washburn vs. The Nashville and Chattanooga Railroad Company*, in which case it was decided that a railroad company acts through the instrumentality of its officers and agents. If not prohibited by the charter, it may delegate its authority to its officers and agents, so far as may be necessary to effect the purposes of its creation. If the Superintendent of a railroad company be clothed with the power and authority of the Board of Directors, so far as regards the control and management of the trains, and all the arrangements connected therewith, he is the immediate representative of the company—the corporate executive officer—and the company is liable for an injury resulting from the negligence or improper order of the Superintendent, just as much as if it had emanated directly from an act of the company in its corporate capacity.

The opinion of the Court written by McKinney, J., contains a full statement of the facts, upon which the Court founded its decision as above stated. The following is the opinion of McKinney, J.—The plaintiff brought this action against the company to recover damages for an injury to his person, occasioned by a collision between two trains, on the defendant's road. Under the instructions of the Court, the jury found against the plaintiff.

It appears that about the 8th of December, 1857, a bridge on the road and perhaps a hundred yards of the track, were swept off by a flood, so that the trains were hindered from passing between Nashville and Chattanooga for some days otherwise than by keeping a train on each side of the breach in the road, and changing the passengers and baggage from one train to the other.

On the morning of the 14th of December, before the breach had been repaired, the Superintendent of the road directed Chilcutt, an engineer in the employ of the company, to leave Nashville with his train at the hour of 5 o'clock A. M., the schedule time of departure being 2½ o'clock P. M. The Superintendent informed the engineer that he would find a train in readiness on the other side of the breach in the road, and directed him to transfer his passengers and baggage to that train, and to go through to Chattanooga, stating that there would be no train from the latter place to Nashville that day. The agent of the company at Chattanooga, in ignorance of the order of the Superintendent, started a train from the latter place on the same morning, and on a curve in the road, the trains came in collision, whereby the plaintiff received a serious injury.

The telegraph wires were broken, so that no communication could be made in that way.

The respective conductors of the trains being entirely ignorant of the orders given at the opposite ends of the road, and neither having the least expectation of meeting a train, omitted the usual precautions to prevent a collision when running out of time. The proof shows that the train

from Chattanooga was running on schedule time, but the other train was not.

It appears that the plaintiff was an engineer in the employ of the company. His train was lying idle at Chattanooga on account of the breach in the road; and on the day preceding the collision, he got upon another train to go to Nashville, on a private errand of his own, without permission, as it would seem from the proper agent of the company.

Chilcutt states that on his way to Chattanooga, on the day of the collision, the plaintiff got upon his train at Dechard's Station, a point between Nashville and the break in the road—and took his seat in the baggage car, the place where those who "ride free" should sit, and where he was sitting when the collision took place.

The proof shows that the Superintendent had the entire management and control of the "rolling stock," and also had the control and management of the conductors, engineers, brakemen, and all other employees of the road, all of whom were bound to obey his orders "according to the rules of the road."

The Court instructed the jury, in substance, that the Superintendent of the road and the plaintiff were both servants of the company; and that for an injury to the plaintiff, by the negligence or misconduct of the Superintendent, he could maintain no action against the company if there were no fault or negligence on behalf of the latter. That it made no difference that the one servant was higher in authority than the other, or that they belonged to different departments of the service. Nor did it make any difference that the plaintiff was not actually employed in the service of the company on the day the injury was received, unless he had abandoned the service of the company with the view of dissolving the relation of servant. The Court further stated, in effect, that the Board of Directors of the company was to be regarded as the principal; and that an employee of the board, though styled President or Superintendent, could not be so considered.

These instructions in reference to the facts of the case, are incorrect, we think, in several particulars.

The principle that a master is not liable for an injury received by one servant from the negligence of another, while both are acting in the common business of the same master—as applied to railway companies—is comparatively a new one everywhere, but especially in our Courts. It is a principle of great practical importance, and care must be taken that it be not applied to cases not clearly falling within it. In some of its incidents it can scarcely be considered as yet fully settled. Whether the rule is applicable to servants in different grades, or where they are subordinate the one to the other, or not in the same employment, are questions upon which there is some conflict of opinion in the American cases. In most of the cases, however, it seems to be thought that such a distinction is not maintainable; and that it is sufficient that both servants were engaged in the same general business.

In the view we have taken of the present case it is, perhaps, not necessary that we should very minutely consider to what extent the application

of the rule may be varied or modified by the different circumstances of particular cases.

We must be careful, however, that such a latitude be not given to the rule, as would enable the corporation to evade liability in all cases, by entrenching itself behind its officers and agents.

In the view of the Circuit Judge, the Superintendent of a railway company stands exactly upon the same footing as respects the applicability of this rule, with any other employee, however subordinate his position, and so of the President, and that the Board of Directors only, in view of the rule, is to be regarded as the principal or master. Upon this question we have been referred to no authority in point.

If this be correct, it will inevitably follow that the company cannot be held liable in a case like the present, unless it can be shown that the injury resulted from the direct action of the company in its corporate capacity. This is absurd. The corporation of necessity acts through the instrumentality of its officers and agents. If not prohibited by the charter, it may delegate its authority to its officers and agents, so far as may be necessary to effect the purposes of its creation. It must act in this mode, or not act at all.

The Superintendent may be said to be as respects this particular company, from the power shown to have been given him by the board, the immediate representative of the company—the corporate executive officer—intrusted for the time, with the power and authority of the Board of Directors, so far as regards the control and management of the trains, and all the arrangements connected therewith.

In this view, the company must be held liable for an injury resulting from the negligence, or improper order of the Superintendent, just as much as if it had emanated directly from an act of the company in its corporate capacity.

The matter of fact, that it was culpable negligence in the Superintendent to start a train from Nashville, out of time, without any precaution whatever to avoid a collision with a train coming in the opposite direction, is not denied.

But the instructions are erroneous in another respect. The principle stated above does not apply "where the servant injured was not, at the time of the injury, acting in the service of the master. In such case, the servant injured is substantially a stranger, and entitled to all the privileges he would have had if he had not been a servant." 6 Eng. R. cases, 580. Cited in 1 Am. R. cases, 568, in note.

The plaintiff, in the present case, may have been blamable for leaving his post of service without permission from the proper source; how that fact is, does not satisfactorily appear. But admitting he was improperly absent without leave, still he was received on another train of the company without objection by the conductor, who was intrusted with the duty of excluding all persons not lawfully entitled to be on the train. And whatever may have been the exact relation of the plaintiff to the company, under these circumstances it certainly cannot be said in the sense of the rule, or in any proper sense, that he was then acting in the service of the company. The fact that his absence from duty, without permission may have made him liable to an action by the company, does not affect the question before us.

For the foregoing reasons we think the rule is not applicable to the case.

The fact that the plaintiff was riding in the baggage car does not affect the case; though from the proof, that was the proper place for him to be, under the circumstances.

It is laid down in Redfield on R. 331-2, that "one being in the baggage car, with the knowledge of the conductor, will not preclude him from a recovery for an injury caused by a collision, even though he might, or would not have been injured if he had remained in the passenger car." 14 Howard, (U. S.) 468.

Nor does it affect the question, that the plaintiff at the time of the injury was "riding free." The same author lays it down, "that the liabilities of the company attach although the passenger were riding upon a free ticket." Redfield on R., 328, and note. (See also, 14 Howard (U. S.) R., 468.

Upon the whole case, we think the judgment is erroneous, and it will be reversed.

Manassas Gap Railroad.

At a meeting of the stockholders of this company, held at Alexandria, Va., on the 7th inst., resolutions were passed empowering the President and directors of the company to negotiate for a transfer of its property and franchises to the bondholders or to the Orange and Alexandria Railroad Company, in order that the road may be speedily completed to Harrisonburg. In case of a failure to effect such negotiations, the directors are authorized to sell such property, rolling stock, etc., as is not absolutely necessary, and to remove the rails from one part of the road to another, for the purpose of constructing the road to such point as may be deemed best. The report of Mr. Marshall, President of the road, referring to the failure to complete the line to Harrisonburg, says he was disappointed in getting capital from Baltimore. He says:

The acts of the Legislature authorizing the Strasburg extension, and the incorporation of the Valley Railroad Company, which were proper for the purpose of giving to the people of the valley an outlet to the Baltimore market, give at the same time to Baltimore the route through Virginia to the West and South, which was the originally preferred route of the Baltimore and Ohio Railroad Company, which, though denied, was believed to be an object earnestly coveted by that company. The offer of this route by any company empowered with authority to make the road, was expected at once to open the Treasury of the Baltimore and Ohio Company in order to assist the construction of this road.

The opportunity was thought favorable to the Manassas Company to get means for the purpose of reconstructing the Valley and Piedmont sections, and having the Valley Railroad Company in view, resolutions were passed by the stockholders empowering the President and directors of this company to make sale of its Valley interest upon terms which would secure both Valley and Piedmont sections of the road, and relieve the company of its bonded and floating debt. Representations from both the Valley Railroad Company and the Manassas Company united in presenting this subject to the Baltimore and Ohio Company, through its President, John W. Garrett, Esq. The application was unsuccessful—Mr. Garrett having declined to give any pecuniary assistance for the present, upon the ground that the resources of his company were taxed to the utmost with his different operations at home, and further, that the charter of the Valley Company was not satisfactory. A further effort was made

to interest President Garrett in the more limited work of building the connection of the Winchester and Potomac and Strasburg connection, from which some results might follow favorable to the restoration of Manassas. This effort was made, however, with like disappointment.

Whatever may be the future development of President Garrett's policy respecting this Valley line, his convenient season is entirely incompatible with the pressing wants of our stockholders and bondholders. The interest of all parties demands the reconstruction of the whole line at the earliest period possible. Possessed of no adequate means to accomplish this end, we can only look to parties outside the present organization who may be interested in the work. The bondholders of this company and the Orange and Alexandria Railroad Company have each a deep stake in the return of Manassas to its highest prosperity.

The stockholders re-elected E. C. Marshall, Esq., President of the company. The company has recovered all its scattered property, in the way of engines, rolling stock, &c., most of it much improved. The earnings of the company since the war for rented engines and other property was \$41,545, and expenses \$37,222—balance in favor of the company \$4,323.

New York and Albany Railroad.

Articles of association have been filed in the office of the Secretary of State, at Albany, organizing "The New York and Albany Railroad Company," to build a railroad on the west side of the Hudson River. The directors named in the articles are: Robert L. Kennedy, John Jacob Astor, Jr., Daniel Butterfield and John McB. Davidson, New York; Homer Ramsdell, Newburg; Thomas Cornell, Rondout; Jonathan H. Hasbrouck, Kingston; Thomas W. Olcott, Robert H. Pruyn, Erastus Corning, Jr., John Tracy, Samuel Schuyler and Joseph H. Ramsey, Albany.

At a meeting of the directors, held at the Astor House on the 17th instant, Joseph H. Ramsey was elected President; Daniel Butterfield, Vice President; Thomas W. Olcott, Treasurer, and Erastus Corning, Jr., Secretary.

The preliminary surveys under the direction of C. W. Wentz have already been commenced. Books will be opened to fill up the balance of the stock on the 26th inst., and remain with the several directors and at the following banks until further ordered: Bank of Commerce, New York; National Mechanics' and Farmers' Bank, Albany; National Tanners' Bank, Catskill, and Banks of Catskill, First National Banks of Coxsackie and Saugerties, Kingston, Rondout and Newburg, and Rockland County Bank, Nyack.

Richmond and Newport News Railroad.

The survey of this road, under the direction of Ambrose C. Dunn, Chief Engineer, was completed on the 31st ult. The whole length is ascertained by this survey to be sixty-nine miles, with a maximum grade of twenty-two feet. It will be nearly a straight line, having few curves, and none less than one mile radius. There will be but one bridge—of fifteen hundred feet, over the Chickahominy. The company are building the road themselves, and are rapidly going on with the grading from Newport News towards Richmond.

A locomotive engine passed over the new railroad bridge across the Susquehanna, at Havre de Grace, on the 20th. The road will be formally opened for travel on Monday, 26th.

Pacific Mail Steamship Co.

In addition to the dividend of five per cent. for the quarter ending October 31, just declared, payable on the 1st of December, this company has also declared a dividend of 33½ per cent. in full paid stock to all holders at the closing of the books on the 20th of November. The capital of the company now stands as follows:

Original capital	\$10,000,000
Five millions of new capital, sold and invested in \$10,000,000 of U. S. 6s of 1881	5,000,000
Five millions issued under the 33½ per cent. dividend	5,000,000
 Total capital.....	\$20,000,000

The assets on its ships, coal depots, workshops and materials:

Cash surplus..... \$5,000,000
U. S. 6s of 1881, at par..... 10,000,000

The company issue at once a certificate representing the stock dividend, and also accept orders from parties selling, which can be placed with the original certificates, when hypothecated, thus giving the lender all the security which will be had on the 2d of January, 1867, when the new certificates will be issued.

Grand River Valley Railroad.

The prospects of this company are said to be of the most gratifying character, and its early completion confidently expected. The grading, culverts, bridges, etc., between Jackson and Charlotte, are finished and ready for the iron, and a large force is engaged in opening the line, grading, etc., on 28 miles north of Charlotte. It is intended to have this last named section of the road ready for the iron by the 1st of July next. Work is in progress to connect the road with the Michigan Southern and Northern Indiana Railroad through the city of Jackson. A report of the Engineer, showing the progress of the work, is being prepared, and will soon be published.

Interest and Dividends.

The Chicago and Northwestern Railroad Co. have declared a dividend of seven per cent. on the Preferred Stock (less the Government tax) payable December 17th, in the preferred stock of the company. Fractional parts of a share will be paid for in cash.

The Pacific Mail Steamship Company have declared a dividend of five per cent., out of the net earnings of the quarter ending October 31, payable at the office of the company December 1.

The Northern (N. H.) Railroad Company have declared a semi-annual dividend of 4 per cent., payable December 1.

The Western Union Telegraph Company have made a half-yearly dividend of 2 per cent.

The Trustees of the Illinois and Michigan Canal have declared a dividend of five per cent. on account of principal of Registered Illinois and Michigan Canal Bonds, payable at the office of the Treasurer, No. 89 Maiden lane, on and after Jan. 2, 1867.

The following gentlemen have been re-elected directors of the Pacific Mail Steamship Company for the ensuing year, namely: Allan McLane, Howard Potter, Francis Skiddy, Charles Augustus Davis, William Denniston, Leonard W. Jerome, Elisha Riggs, Moses H. Grinnell and Cornelius K. Garrison.

Baltimore and Ohio Railroad.

The annual meeting of this company was held in Baltimore on the 19th inst. Wm. J. Albert, Esq., was chosen Chairman, and Joshua I. Atkinson, Esq., Secretary. John W. Garrett, Esq., the President of the company, stated, on behalf of the directors, that a large amount of the accounts of the company with the Government for services still remain unadjusted. A system had been adopted under which payments on account had been received, and adjustments were to be subsequently made. The company had succeeded in obtaining such settlements as enabled the Board to present the annual report for the fiscal year, terminating 30th September, 1864, which the President now submitted. Efforts continue to be made to obtain the final adjustments, so that the remaining reports could be finished. As early as this could be accomplished the further reports would be made.

The report was then read by the Secretary. This report is being printed in pamphlet form and will be ready for distribution in a short time.

After reading of the report, no other business being presented, the stockholders' meeting adjourned for the election of directors to serve for the ensuing twelve months.

Messrs. William J. Albert, Albert Schumacher and Miles White acted as judges, and, on counting the ballot, the following gentlemen were found to be unanimously re-elected by a vote of 37,423 shares, viz: Johns Hopkins, Samuel W. Smith, Francis Burns, Wm. A. Hack, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Wm. Heald, Galloway Cheston, Wm. W. Taylor, Samuel Kirby.

Cincinnati & Indianapolis (Junction) R. R.

We learn from the Cincinnati *Gazette* that the work on this great central route between Cincinnati and Indianapolis is progressing rapidly, and by the 15th of December the cars will be running to Rushville, half a month in advance of the contract time. The completed miles of this road will then be as follows:

Hamilton to Connersville	42 miles.
Branch to Cambridge City	12 "
Connersville to Rushville	18 "
 Total	72 "

Work on the main line from Rushville to Indianapolis will be pushed vigorously forward, and the expectation is that it will be completed by the 1st of September, 1867.

Gen. Fremont has sold the Southwest Pacific Railroad to the Southwest Pacific Company, a corporation created by an act of the General Assembly of the State of Missouri, approved March 20, 1866. The consideration is \$1,300,000. This will not retard the progress of the road at all, but rather enhance it, as the corporation is made up of the best men, financially and otherwise, in the country.

The St. Louis and Iron Mountain Railroad has been sold to J. J. McRayaud and others, representing Eastern and St. Louis capitalists, for \$550,000. The Cairo and Fulton Railroad has also been sold to the same party for \$350,000, but the sale has not yet been ratified by the Governor.

Mr. Isaac Morse, of Colesville, Md., has been appointed Superintendent of the Chesapeake and Ohio Canal.

Iron Railroad.

This road is 13 miles in length, extending from Ironton, on the Ohio River, to Centre Station. At a recent meeting of the directors of this company, a proposition was favorably entertained which provided for the transfer of the road to parties who would agree to complete it to a connection with the Portsmouth branch of the Marietta and Cincinnati Railroad within one year. The Ironton *Register* says that the subject is to be brought before the stockholders at an early day for their final action.

Lynchburg and Danville Railroad.

This company was organized at Lynchburg, Va., on the 15th inst., by the election of Francis B. Deane, Jr., of Lynchburg, President, and E. F. Keene, Walter Coles, R. E. Withers, A. J. Clarke and John S. Langhorne, Directors, for one year.

Hon. John Z. Goodrich of Stockbridge, has been appointed President of the Housatonic Railroad (between Pittsfield, Mass., and Bridgeport, Ct.) in place of Charles Hunt, resigned. Mr. Goodrich will assume the duties of his office on the 1st of December.

The Vermont Senate has passed bills authorizing the town of Woodstock to raise a sum not exceeding \$50,000, and Sherburne, Bridgewater, Plymouth, Hartland and Hartford \$30,000 each, to construct a railroad from Woodstock to some point on the White River.

The Lehigh Coal and Navigation Company give notice that their canal will close for the season on the 4th of December next.

The New York Canals will be closed on the 12th of December, except the Champlain Canal, which will be closed on the 5th of December.

To Engineers and Boiler Owners.**THE ANTI-INCUSTATOR.**

A certain means of removing scale from steam boilers and keeping them clean. The Anti-Incrustator effects a very decided saving in fuel and greatly lessens the danger of boiler explosions.

This instrument works

IN THE STEAM-CHAMBER OF THE BOILER, silently and without shock, and without the use of acids, powders or compounds, and the first expense is the only one attending its use.

The New York Anti-Incrustation Company are now prepared to equip steam boilers with their Anti-Incrustator and

GUARANTEE

it will remove scale or incrustation from boilers and keep them free from it.

Every information given at the office, No. 73 William Street, first floor, back room.

President.—BARRET H. VAN AUKEN.

Treasurer.—WILLIAM R. GARRISON.

Secretary.—J. R. ESTILL.

Directors.—B. H. Van Auken, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffee, Enoch Ketcham, H. G. Leisenring.

Railway Purchasing Agent.

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent.

References unexceptionable.

Address, "H." P. O. Box 5,314, New York City.

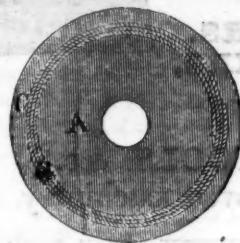
A TREATISE ON THE STEAM ENGINE IN ITS VARIOUS APPLICATIONS TO MINES, MILLS, STEAM NAVIGATION, RAILWAYS, AND AGRICULTURE, WITH THEORETICAL INVESTIGATIONS RESPECTING THE MOTIVE POWER OF HEAT AND THE PROPER PROPORTIONS OF STEAM ENGINES, ELABORATE TABLES ON THE RIGHT DIMENSIONS OF EVERY PART, AND PRACTICAL INSTRUCTIONS FOR THE MANUFACTURE AND MANAGEMENT OF EVERY SPECIES OF ENGINE IN ACTUAL USE. By John Bourne. Being the Seventh Edition of "A Treatise on the Steam Engine," by the "Artisan Club." Illustrated by 37 plates and 546 woodcuts. 1 vol., 4to, cloth. Price \$18.00. Sent free by mail on receipt of the price.

D. APPLETON & CO., 443 and 445 Broadway, New York.

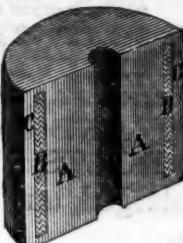
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MANHATTAN RUBBER COMPANY.

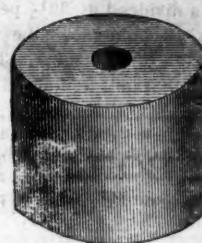
MURPHY'S PATENT INDIA RUBBER CAR SPRING.



No. 89 Liberty
Street,
NEW YORK.



No. 50 Milk
Street,
BOSTON.



Horizontal Section.

Vertical Section.

Perspective View.

A—Rubber of Spring. B—Elastic Fibrous Fabric. C—Rubber protecting the Fabric.

The undersigned herewith presents to the attention of Railway Companies an **INDIA RUBBER CAR SPRING**, which is a great improvement upon any one now in use. It possesses all the elasticity required, while it cannot be crushed, fractured or changed in form by any degree of pressure to which it is liable to be subjected. The improvement consists mainly in enclosing the body of the spring by a series of layers or strips of fabric made for the purpose, and possessing a degree of elasticity so as to accommodate themselves to any form the spring may take. These layers or strips, in the process of covering the spring, become charged with the rubber, and form a solid mass not inferior in density to the spring itself. They are covered with a thin coating of rubber, so as to protect them from atmospheric action.

The great merit of this spring is its durability, and the fact that it can be used without any of the protections or aids now required to keep the old spring in position and form. It is complete in itself, and unites, in the highest degree, both elasticity and strength.

We invite Railroad Managers to call at our office, No. 89 LIBERTY STREET, N. Y., or 50 MILK ST., Boston, and examine the spring for themselves.

TIMOTHY CORNWELL, Treasurer.

BORDEN & LOVELL,
70 and 71 West Street, New York.
GENERAL AGENTS
Borden Mining Company's
CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.
Collins Iron Company,
MANUFACTURERS OF
CHARCOAL PIG IRON,
At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron" strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Sweden, Russia or Norway Irons.

Number Three, a fine close grain Iron, particularly adapted for "Malleable Castings." Numbers four and five, "Mottled" and "White," when mixed with the "Gray Iron," make superior Car Wheels.

TENSILE STRENGTH, As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensile of Bar Iron, from localities both at home and abroad.

Strength per lb Square Inch.	
Iron from Salisbury, Conn	58,009
" " Sweden	58,184
" " Center Co., Pa.	59,400
" " McIntyre, Essex Co., N. Y.	59,962
" " England, (Cable Bolt,) E. V.	59,105
" " Lancaster Co., Pa.	58,661
" " Russia	76,069
C. R. Lake Superior	89,583

Extract from Letter of Engineer-in-Chief "MARTIN" to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF, {
Washington, Sept. 12, 1855.

* * * * A piece was drawn down to 14 inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.
(Signed.)

D. B. MARTIN,
Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.
OFFICE: 48 Pine St., New York.

C. A. TROWBRIDGE,
Secretary and General Agent.

**BARSTOW, EDEY & CO.,
BANKERS and BROKERS
HAVE REMOVED FROM
No. 30 to No. 36 Broad Street.**

OFFICE NO. 16.

**L. S. WATKINS,
BANKER,
AND
DEALER IN ALL CLASSES OF
GOVERNMENT SECURITIES and GOLD,
No. 11 Broad Street,
NEW YORK.**

Collections made in all parts of the United States and British Provinces.

**THE UNITED STATES
STEEL PEN WORKS,
CAMDEN, N. J.
THE ESTERBROOK
Steel Pen Manufacturing
COMPANY,**

**WAREHOUSES, { 51 JOHN STREET, N. Y.
CAMDEN, NEW JERSEY.**

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

**R. ESTERBROOK & CO.
WOOLWORTH & GRAHAM,
Sole Agents.**

Car Covering or Roofing

**KINGMAN'S CEMENT WITH HEAVY CAN
VASS, used by many roads as a substitute for Car
Duck.**

WILLIAMS & PAGE, Boston.

July 19th, 1855.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 128 Pearl St.

**IRON PAINT.
THE PUREST AND BEST
Mineral Paint in Market.**

Hudson River Metallic Paint,

BROWN OXIDE,

ORANGE YELLOW,

BLACK METALLIC,

Suitable for all kinds of in and out door work and for all climates.

WILL NOT BLISTER, CRACK NOR SCALE.

For sale in quantities from 100 to 300 lbs, or by the Ton. By the Sole Agents,

**L. G. TILLOTSON & CO.,
Manufacturers and Dealers in
RAILWAY AND TELEGRAPH SUPPLIES,
26 Dey St., New York.**

**Winslow, Lanier & Co.
BANKERS,**

Owing to alterations in progress at their late office,

HAVE REMOVED

to the Rooms lately occupied by the FOURTH NATIONAL
BANK,

Nos. 27 and 29 Pine Street

Interest allowed on Deposits. 1m44

OFFICE OF THE NEW YORK CENTRAL R. R. Co., {

ALBANY, November 1st, 1855.

THE Annual Election for Directors of this Company, and for three Spectators of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the twelfth) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,
ROBERT L. BANKS, Secretary.

THE CALVERT IRON AND NAIL WORKS CO.

OF BALTIMORE.

MANUFACTURERS OF
ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,
AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,
RAIL ROAD, SHIP AND BOAT SPIKES,
BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

PHOENIX IRON COMPANY'S

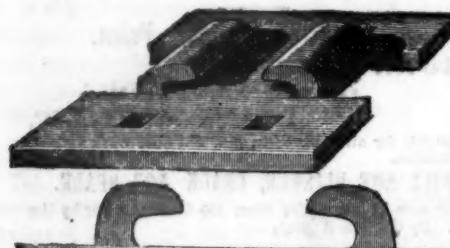


SUPERIOR WROUGHT IRON RAILWAY CHAIRS.
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

NEW YORK Railroad Chair Works.

Of which the late J. S. BRESEE was Pres't.

JOSIAH S. LEVERETT & CO.,
SOLE AGENTS,
No. 46 Courtlandt Street, New York.



THIS COMPANY also manufacture RAILROAD, SHIP AND BOAT SPIKES of a Superior quality, which they are prepared to supply at the short-notice.

MERCANTILE MUTUAL INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.
Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct. Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profit remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President.
CHAS. NEWCOMB, Vice-President.
G. J. DESPARD, Secretary.

GEO. M. FREEMAN. Solid Emery Vulcanite. RAILROAD SUPPLIES,

No. 125 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings, MACHINERY AND MACHINISTS' TOOLS, MINERS' TOOLS, ETC. ↗ COTTON WASTE. ↗ WHITE AND YELLOW CAR GREASE, LOCOMOTIVE BRASS WORK, Baggage Checks, Barrows, etc., etc., RAILROAD LANTERNS, SIGNAL LIGHTS, STEAM GAUGES, COCKS AND WHISTLES, INDIA RUBBER HOSE PACKINGS, ETC. LANTERNS OF ALL DESCRIPTIONS, ENGINE, STATION, AND SIGNAL BELLS, ↗ Superior Car Upholstery, etc. ↗ AGENCY OF THE KEROSENE OIL COMPANY. ↗ Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

BRIDGES & LANE, MANUFACTURERS AND DEALERS IN RAILROAD AND CAR FINDINGS AND MACHINERY

OF EVERY DESCRIPTION.

50 COURTLANDT,
Corner of Greenwich st., NEW YORK.
RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS, NUTS, WASHERS,
CAR, SHIP AND BRIDGE BOLTS,
IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.
STEEL AND RUBBER SPRINGS,
LOCOMOTIVE AND HAND LANTERNS,
PORTABLE FORGES AND JACK SCREWS,
COTTON DUCK FOR CAR COVERS,
BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings. Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited.

ALBERT BRIDGES. JOEL C. LANE.

20,000

**Phoenix Railroad Chairs
FOR SALE.
To Suit a 50 to 52 lb. T. Rail,
ERIE PATTERN.
FOWLE & CO.,
70 Broadway.**

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, at more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING CO.,
Nos. 37 and 38 Park Row, New York.

MACHINE BELTING, STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure, together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

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Nos. 37 and 38 Park Row, New York.

THE WOODWARD STEAM PUMP MANUFACTURING CO.

MANUFACTURERS OF THE
Woodward Patent Improved Safety

Steam Pump & Fire Engine

AND
STEAM, WATER AND GAS FITTINGS
OF ALL KINDS.

Also, Wholesale and Retail Dealers in WROUGHT
IRON PIPE, BOILER TUBES, ETC.,

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NEW YORK.

GEO. M. WOODWARD, Pres't.

To Railroad Companies.

FIDELITY INSURANCE COMPANY, 170 Broadway, New York.

THIS COMPANY WILL GUARANTEE THE HONESTY OF TICKET AGENTS AND OTHER EMPLOYEES OF RAILROAD COMPANIES.

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E. C. DELAVAN, Treasurer.
GEO. W. PRATT, General Agent.